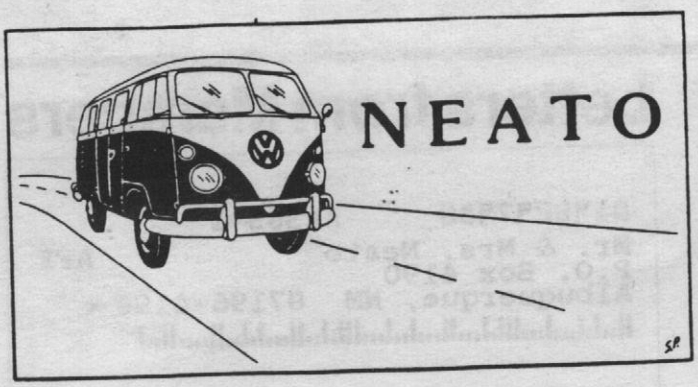


# OLD BUS REVIEW

*July/August 1995*

#44

*"Shaping the Way the World Looks at Old VW Buses"*

## 1996 Tri-Club Calendar: Done!

At long last, the 1996 NEATO/Bulli-Kartei/ Split Screen Van Club calendar is ready. This superb color bus calendar is a co-production of the three bus clubs, with the design work carried out by **Roswitha & Jochen Brauer** (of Bulli-Kartei in Germany) and most of the planning/coordination among the clubs by **David Eccles** (of the Split Screen Van Club in the UK). Each month shows two color photos of club member's buses (four pages of photos each for NEATO, B-K and SSVC). This a limited printing of 1200 copies (400 for NEATO). Cost for NEATO members is $15.95 plus $3 post/handling. (Non-Member cost is $18.95 plus $3 post/handling.)

Naturally, I'm biased; but I think this calendar is one of the most beautiful Old Bus-related items to hit the streets! We are very proud to have been a part of this effort, and new cooperative ventures among the three clubs are being planned for the future. Maybe even another calendar for 1997 (eh, **Jochen & Roswitha**?)

## Volunteers Galore

A short note of apology first: this issue of *Old Bus Review* is two weeks late. I've been particularly busy these past two months with family, work and travel (including a whirlwind tour of Germany to attend the Lottermann VW Meet, and tours of various factories and VW museums. Stories and photos to come in future *OBR*'s. *Vielen Dank*, **Michael Steinke**!), and free time for working on the newsletter, which I enjoy putting together very much, has been in short supply.

However, the strength of NEATO is its members and its many volunteers. As the club has grown—we are now over 1000—so has the number of volunteers to see that the NEATO mission is carried out. (The NEATO mission—*Tom's Version:* the preservation, restoration and celebration of the vintage VW Type 2, and to connect and benefit all the people who love them.)

I would like to thank a few of the folks who have recently taken on new responsibilties on behalf of the club (taking a load off my shoulders—and keeping the club running smoothly). **Andy Caro**, **Luke Lukey**, **Rick & Susan Crandall** and a host of other folks from the Cascade Kombis chapter in Wasington are now the ones coordinating the mailing of *Old Bus Review* (I still edit it here from the high desert of New Mexico). And **Gary Morgan** in California and **Allen Becker** in Georgia are now responsibile for answering requests for club information from potential new members. *A great big **Thank You** to you all!*

## In This Issue:

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The Swap Area: *a Bus load!* pp. 14-20.

*Hope you enjoy!*

Tom

Tom Brouillette, Editor

# OLD BUS REVIEW

This is issue Number 44 of *Old Bus Review*, published six times per year by Northeast Association of Transporter Owners, Inc. Publication dates are during the second weeks of January, March, May, July, September, and November. Deadline for articles, letters, ads, etc., is the 15th of the month preceding publication. The next deadline is:

**August 15th.**

Northeast Association of Transporter Owners, Inc. (**NEATO**) was established to help members maintain, restore, buy or sell pre-1968 Volkswagen Transporters (Microbuses, Kombis, Campers, Single- and Double-Cab Pickups, etc.). Membership is open to all owners and admirers of these vehicles, and ownership of a pre-1968 VW Transporter is **not** a prerequisite to join.

Membership in **NEATO** (which includes a subscription to *Old Bus Review* and a copy of the *Transporter Tourist & Traveler Directory*) is $20 per year. Overseas dues are $28 US per year. Please make checks payable to **NEATO**. Membership requests, changes of address, and editorial contributions should be sent to:

**NEATO**/*Old Bus Review*
P.O. Box 4190
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(505) 268-2220—phone & FAX

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Observe proper safety precautions when working around a vehicle, especially an older vehicle. Pay strict attention to manufacturer's directions, wear safety goggles, gloves, respirators, and proper clothing. With proper care, the old car hobby can be accident-free *and* fun.

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# Letters from Members

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Mr. & Mrs. Neato AFF
P.O. Box 4190
Albuquerque, NM 87196-4190

*From **Bill Steckley**, May 28, 1995:*

The Good News: 10,043 miles—55 days—traveling in fourteen states-twice through four driving rain storms, two mini blizzards, encountering a dust and rain storm while camping in Moab, Utah, and a five-hour torrential downpour at the Great Smoky Mountain Bug Run & Campground in Sieverville, Tennessee. All this without any vehicle breakdowns.

The Bad News: The trip didn't last long enough. I had to return to Miami and go hack to work.

And what great VW was driven? The same 1961 23-window Microbus Deluxe that I've driven across country on two previous occasions (a fifth crossing was done by my son to whom the van belongs).

How does a 34-year-old VW van accomplish such a feat? First, it is carefully prepared by Enrique Neufeld and crew at the Wizards, German Car Specialists in South Miami. Then driven to Gunnison, Colorado, where Tony Cooper of Mountain Metric checks and services all the vitals. Then on to Phoenix where Jerry and Melissa Jess provide some kind words and direct me to Competition Engineering, Tempe, Arizona, for a new front door and miscellaneous parts. Great meeting Dan Lawson, Chris, Jeff, Wayne and also Dick Christensen, whose son also drives a nice 23-window, '56 vintage.

I must take this opportunity to thank them for all the great photo ops. My album is full of classic V-dubs.

Next VW stop—Koch's in Canyon County, California. where I've already had two steering wheels restored. Bob, thanks for sending the fuel reserve valve to Miami so quickly. Surely made this trip a lot easier. Also a big thanks for sliding right under the VW, within about two minutes of my introducing myself and installing the splash pan acquired in Tempe. Great meeting Ron and Tom. Super article in current Hot VWs. And finally, thanks for posing with the "Stretch Limo-Van". Is it ready for the big show?

Next stop, 13th Annual Goodguys Bug Bash in Vallejo, California. Couldn't get any deals on parts, but did manage some great pictures.

Now, there was a day mid a half of driving left to reach a major goal—to visit my sons in Hood River, Oregon—and show my oldest, Matt, how the restoration project was progressing on "his" van.

Again, after having the usual 3,000 mile service done in Hood River, I gave the van a four-day rest before heading

back East for Gateway VW Club's 2nd Annual Show at Dick Dean VW in Kirkwood, Missouri. This time I even entered the "23" in the show with four other splits. It was a great feeling to be there after having driven all those successful miles.

Nice seeing Pat Hoffman again, who had fixed a lot of electrical stuff in the van during my first trip from Tacoma, Washington, to Miami two years ago. Once again I met

***Bill Steckley lost in Kansas with a '61 "23"***

Nate and Kurt who was with a girl friend this time. Lunch was provided by the Ember Cookin Bug—oven is the trunk and grill is the engine compartment—definitely unique. Finally, I had the opportunity to meet some guy by the name of, hard to recall, but I think it was Bill Bowman—what a treat. He even permitted photography of many of his treasures. By now I'm into my third photo album.

Next an easy drive from St. Louis to Knoxville and Sieverville to a three-day camp out at the Bug Run. Another super VW experience with all the split-window vans circled around the campfire. Stayed up all night listening to stories told by Tim Adams, Larry Ashley and John Hunt in the Zebra van from Jacksonville, Fl. and Jay Adams, the show's MC. Thought I could win the long distance award, but Ermal Washam squashed my hopes. He said I only had a Florida driver's license, my 9,500 miles didn't count. He presented me with a dash plaque. By the way, did the rain ever stop? And Lori Conner, I hope you bring your red VW to a Florida show soon!

Finally, if anyone speaks with Timothy Hayes—whose outstanding '51 Bug, daily driver I photographed in N.C.—please tell him the photos are in the mail—what a great VW. Please, please, please don't tell my son, but I think this ongoing restoration of "his" VW will take at least another year! Hope to see all of you again this fall. Must get the van in to be serviced by Enrique ASAP.

Bill Steckley,
Miami, Florida

---

*From **Craig Allen**, June 11, 1995:*
Hello fellow NEATO members!

Craig Allen, here, from Scarborough, Ontario.

Michael Heron and I have started a small project and need your help. Have you ever noticed the pile of information available for Beetles on paint and interior colors? But when it comes to Type 2s you have to search for it? We would like to compile all the information we can find on Type 2 paints and interiors. Once compiled we will send it out to interested NEATO members for the cost of printing and shipping only. We need bumper and wheel colors, interior paint colors (did they match the exterior?) Were all colors high gloss or some semi-gloss? If anyone has mixing codes for any colors we could use photocopies of these. Also, are any colors still readily available in the U.S.? Most are not available in Canada.

You can reach me at the following address:

Craig Allen
21 Wandering Trail
Scarborough, Ontario
M1X 1K3, CANADA

Or reach Michael at his e-mail address:
michael.heron@utoronto.ca

Thanks,
Craig Allen

---

*From **Al Bulgrin**, May 31, 1995:*
Dear Tom:

Nice to be a part of NEATO!

Enclosed a picture of our '61 Westy. This vehicle was featured in August '93 Hot VW's, when it was owned by Allen Henry of Virginia. We got it from Todd Swangstu, who only had it a couple of months after buying it from Allen. It's in very good to excellent-minus shape—no major problems, but a lot of little details to work on. Although we've owned several Beetles since 1985, and even a Ghia,

***Letters** continued next page* ☞

*Letters continued. . .*

currently this is our first bus—and we don't even enjoy camping particularly. I guess we'll get into it—this is a great way to go!

Al Bulgrin and Gretta Van Bree
Dearborn, Michigan

***This is Gretta saying "What Have We done?"***


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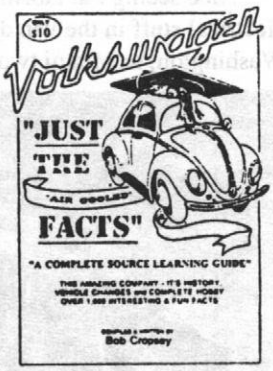


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*From **Rick Babor**, June 1995:*

Dearest Tom,

Hi, how are things going in the desert? I was sending out some photos to friends and enemies and I thought you would like to see what the next generation of split owners looks like. Ricky is almost tall enough to install a new set of taillight lenses!

All for now. . .
Sincerely,
Richard G. Babor
Florrisant, Missouri

# Welcome New Members!

**Bob Missall**, South Miami, Florida ('66 Deluxe)
**Tom Brown**, McMurray, Penn. ('63 Kombi, '63 Single Cab)
**Chris & Patricia Martel**, Acworth, Ga. ('59 Single Cab, '74 Bus)
**Tony Goffredo**, Escondido, California ('64 Panel, '67 Westy)
**Steve Serio**, Boston, Mass. ('60 Crew Cab—soon!)
**Jaymi & Sherry Millard**, Nashville, Tennessee ('56 Deluxe, '63 Panel)
**Daniel & Richia Sturgill**, Bristol, Virginia ('61 Panel)
**Lester R. Carter**, Advance, North Carolina (Two '66 Buses)
**Michael Kent**, Maryville, Tennessee ('66 Bus)
**Leonard Carter**, Midway, Tennessee
**David Swierczynski**, Lake Villa, Illinois ('67 Westy)
**Roger Stone**, Atlanta, Georgia
**Hans Pohler**, Kent, Ohio
**O. Kirby Walls, III**, Wilmington, North Carolina ('67 Camper, '79 Westy, & '67 Camper—*Teenage Mutant Ninja Turtle Bus*)
**Kevin Martin**, Hickory, North Carolina ('67 & '78 Buses)
**Harry Arthur**, Santa Barbara, California ('64 Westy, '66 E-Z Camper)
**John R. Allen**, Newport Beach, California ('66 E-Z Camper)
**Greg Huffman**, Shade, Ohio ('56 Deluxe, '57 Single Cab, '63 Deluxe, '65 Standard, '66 Deluxe)
**Greg H. Ward**, Edmond, Oklahoma ('64 Deluxe)
**Peter C. Valko**, Edmond, Oklahoma (Looking feverishly!)
**Richard Engesser**, Prescott, Arizona
**Jack Aldridge**, Olympia, Washington
**Robert David Patton**, Mauldin, South Carolina ('71 Bus)
**Greg & Cindy Core**, Boomer, N.C. ('59 Panel, '62 Double Cab, '65 Camper, '66 Double Door, '66 "Chop-top," & Single Cabs..)
**Mitch Davis**, Weaverville, N.C. ('63 Bus, '79 Westfalia)
**Joseph A. Graham**, St. Petersburg, Florida ('67 Camper)
**Craig Hughes**, Boston, Massachusetts
**Loren "Skip" Scibbe**, Largo, Florida ('65 Bus)
**Robert Biggs**, Buzzards Bay, Massachusetts
**Alison Duffy**, Seal Beach, California ('66 21-window, green)
**Tamara Tai Clark**, Seal Beach, California ('66 Kombi)
**Stephen H. Martin**, Beaver, Penn. ('66 Single Cab)
**Bob Hartung**, Baltimore, Md. ('67 Deluxe 21-window Sunroof)
***Allen Henry**, Nokesville, Virginia ('61 Bus)
**Chris Pooley**, Hyattsville, Maryland ('71 Bus)
**Mico Klingler**, Littlestown, Penn. ('66 21-window Deluxe)
**George C. Meyer, Jr.**, Harleysville, Pennsylvania ('60 Panel Van, '65 Fire Van)
**Frank Vidmar**, Painesville, Ohio (One bus owned)
**George Walbert**, Easton, Pennsylvania ('59 Bus)
**David H. Greenwood**, Havre, Montana ('57 Panel)
**Mark J. Pribanic**, Lake Worth, Florida ('65 Sundial Camper)
**Tony Lepore**, Silverado, California
**Herald Spies**, Costa Mesa, California ('55 Van, '71 Panel, '71 Double-door Panel)
**David Parrott**, Brookings, South Dakota
**Justin Telnack**, Tucson, Arizona ('63 23-window Deluxe (bench), '63 23-window Deluxe (walk-through), 70 Camper)
**Tony Koch**, Glendale, California ('64 Bus)
**Erik Medina**, San Gabriel, California ('59 Deluxe Sunroof)
**Esteban Salcedo**, San Gabriel, California ('59 Kombi)
**Marcos Aguirre**, Alhambra, California ('56 Panel)
**Madeline Green & Dean Anderson**, Sacramento, California ('64 21-window, '60 mango)
**Henry Lewis**, Alhambra, California ('65 E-Z Camper)
**Art Ahnberg**, Carmichael, California ('61 Crew Cab, '65 Kombi, '66 Roadrunner Camper)
**Todd Olmstead**, Citrus Heights, California ('55 Barndoor Deluxe, '61 15-window)
**James Blankenship**, Bellflower, California ('65 Double Cab)
**Robert Bunn**, St. Thomas, U.S. Virgin Islands
**Andrew Rogers, Jr.**, Tuxedo, New York ('67 Bus)
**Brom L. Allen**, Lake Elsinore, California ("Feeling this inner urge for a pre-'68 Bus." Previous owner of several.)
**Robert W. Mellinger ("Rob Red")**, Tacoma, Wash. ('58 Standard)
**Gary Olson**, Milwaukie, Oregon ('63 Sunroof)
**Glenn Robbins**, Wellesley, Massachusetts ('60 Westfalia)
**Reed Shaw**, Tucson, Arizona ('51 Deluxe, '64 Deluxe)
**Kevin & Trisha Wright**, Norwalk, California ('61 Transporter)
**Anthony Brodsky**, Byron Bay, N.S.W., Australia ('67 Microbus)
**Jon Blackledge**, Snellville, Georgia ('71 Camper)
**Mark Watkins**, Atlanta, Georgia (Looking)
**Dave Senecal**, Powder Springs, Georgia ('79 Camper)
**David Green**, Marietta, Georgia ('69 Camper)
**Barry L. Lambert**, Kennesaw, Ga. ('65 Bus, '65 Double Cab)
**Tony Buchanan**, Rossville, Georgia ('67 Camper)
**Paul Burns**, Roswell, Georgia ('65 Camper)
**Frank & Kathy McDevitt**, Chattanooga, Tenn. ('66 Kombi)
**Daniel Pitchford**, Montgomery, Alabama ('66 Deluxe)
**Tormod Kristensen**, Chamblee, Georgia ('66 21-window Deluxe, '71 Camper)
**Garey L. Simpson**, Marietta, Georgia ('73 Bus w/sunroof)
**Bradley A. Hajost**, Atlanta, Georgia ('72 Westfalia)
**Gary & Susie Weld**, Smyrna, Georgia ('79 Westfalia)
***Geoffrey M. Aldrich**, Greenfield, N.H. ('59 Deluxe—former charter member returning to the fold of the faithful)
**John H. Forbes**, Edinburgh, Scotland, United Kingdom ('64 21 window Samba Deluxe)
**Werner Hartung**, Director, Brekina GmbH, Teningen-Nimburg, Germany
***Heinz Martens**, Hamburg, Germany ('66 Samba Camper)
**Hans & Ingrid Sprenkels**, Rysbergen, Netherlands ('54 Type 23, '66 Type 22, '67 Westfalia, '67 Type 265)
**Ramon Testroote**, Belfeld, Netherlands (One bus owned)
**Rob S. Blum**, Huntington Beach, Calif. ('64 Double Door Panel)
**Bill Donoghue**, New Orleans, Louisiana ('67 Sunroof Deluxe)
**Nancy & Melvin Soderlund**, Sherwood, Ark. ('58 Standard)
**Tom Waite**, Salinas, California ('60 Single Cab)
**Tom Avrutis**, Sarasota, Florida
***Frank Locker**, Windham, Maine ('65 Sunroof Deluxe)
**Jen Ward**, St. Louis, Missouri ('64 Camper named "Stella")
**Rita Pinto**, Severna Park, Maryland ('66 Deluxe, non-sunroof)
**Daniel B. Helms**, Chamblee, Georgia ('77 Westfalia)
**Michael VanArsdale**, Beavercreek, Ohio ('66 Deluxe)
**Heriberto Pérez**, Mayaguez, Puerto Rico
**Mark Rice**, Charlotte, N.C. ('70 Camper (Riviera), '71 Westy)
**Augustus B. Byrd**, Memphis, Tenn. ('65 Bus, '66 Panel, '68 Bus)
***Tim Huestis**, Nashville, Tennessee
**Mike Lander**, Kennesaw, Georgia ('67 Deluxe)
***Ray & Maureen Hunt**, Woolston, Southampton, United Kingdom
**Wayne & Josie Fenton**, Royal Oak, Auckland, New Zealand (Lots of VW's owned!)

*(* = returning to NEATO after an absence—* ***Welcome Back!)***

# Typing 2 Ink

## *By Jim Bryant*

### Chapter Eight: Needles and Pins

What are the chances that anyone else out there has ratty upholstery? I have to be the only split window bus owner with stuffing hanging out of the driver's seat, right? After all, a towel tucked in around the corners or a cool VW T-shirt takes care of it. No problem. That stain where the kid spilled an unknown sticky concoction can be covered with a poncho. Oh, but remember that trip with the dog. . . what to do about that?

If you're into leather and steel, keep reading. When I ventured into the upholstery territory, the black letters on the yellow sign read Masochism Ahead. The shiny new paint on my '67 Deluxe must have blinded me as I forged on through the software part of restoration. Actually, there's no leather involved at all, unless that's your fabric of choice. As I wrote in the last chapter, I found the fabric, vinyl, piping and thread I wanted at a good auto upholstery shop.

If you're going to reupholster yourself or have something custom sewn, do right by VW. Don't scrimp on materials. And don't let the shop people steer you to that excellent Toyota stuff that looks just as good. They're just trying to get rid of their bad investment. I have to admit it. I had sewn before: chair upholstery, a Lazyboy for my daughter, even tried my hand at flags and capes in wilder times. My point? Cheap material looks cheap on the roll and in your bus.

Like computers, upholstery falls into two categories: software (cloth, vinyl, etc.) and hardware (frame, springs, etc.). All you handy folk out there can deal with stripping and painting the hardware. Don't put new seat covers over dirty, rusty frames. A little black spray paint works wonders and won't stain the fabric. One word of caution, though. If you're going to strip your hardware, don't strip the springs. Just hose them down so they're good and clean. I found out the hard way that they were coated with something to keep them from creaking when you sit on them. Whatever that stuff is, don't strip it off.

The software is another thing altogether. The nice thing about a VW bus is that you have the pattern right in front of you. A seam ripper or exacto knife in all the right places leaves you with a pile of pieces. Do not be fooled into thinking you can keep track of them all without marking them for later reconstruction. The driver's seat alone has three metal rods, two lengths of piping, a length of wire, three pieces of fabric, seven pieces of vinyl, plus all the padding underneath.

The short version of this upholstery lesson is easy. Use the new material to sew it all back together like it came apart. This is not a Home Economics course. You have to know how to use a sewing machine and do some hand stitching (or you have to know someone who loves you very much and is dying to sew for you). I can provide some tips, having been through it myself, so I'll try.

Hint One: As with any sewing, keep the direction of the fabric oriented in the same direction at all times.

Hint Two: Sew all pieces of like material together first. That is, sew the vinyl pieces (that wrap around the sides and back) together to form a unit. Then do all the sewing for the fabric part to form another unit. Finally, sew the two units together with piping in the middle.

Hint Three: For that original look, quilt the seat and back part of the fabric. Original upholstery had a quilted effect molded into them using a heated press. The best method with fabric is to sandwich 1/2" foam between the finish fabric and a backing material to sew the quilting in first. Sewing machines do not like to sew directly on foam (it doesn't advance right). The backing material is one area where you could scrimp, but it must be there.

Hint Four: Don't leave any loose threads. There must be a good square knot at the end of each pass of the machine. They don't have to be cut off if they won't be seen, but they must be tied. If they're not, you can look forward to watching your seat covers fall apart as you drive.

Hint Five: As I suggested for interior panels, seat fabric should be treated with Scotch Guard. It's an extra step now, but you'll appreciate it later.

In the first draft of this I wrote these as rules instead of hints. That sounded far too much like math class for my taste. Remember we're supposed to be doing this because we like it. Keeping with the segue from upholstery to math class, invariably some math teacher would finish up a long proof on the chalk board with 'QED' and I would scratch my head in wonder. That was supposed to mean Quite Easily Done because the hard part was over. Not so with math proofs. Not so

***Typing 2 Ink** continued next page* ☞

## What is VW Soul?

*Soul is listening to Robert Johnson and Tom Rush on 8-track, through a 3" speaker that's balanced in the front seat in a rusty splittie Westy on a rainy night. You have a warm cup of coffee and two handrolled Bugler cigarettes, half a book of matches and occasional oncoming traffic to keep you company. Enough to last two hundred miles to sunrise. Listen to the drone of the six volt wiper motor and reduction boxes. You ignore the draft that creeps in through the over head air vent and the rust spot on the passenger side floor. Roll your head around to loosen your neck muscles, adjust your coat collar, wipe your eyes and adjust the glasses. Glancing in the rearview mirror you notice the 'ol lady and baby snuggled in the back as you drive. Quietly you smile. You're the luckiest bloke on earth. Peace. . .*

**—Rusty Van Bondo**

*Typing 2 Ink continued. . .*

with upholstery.

After all the cutting, quilting, joining and knotting, the finished product has to be installed over the frames and springs. Whether you ordered a new set of seat covers from a specialty shop, had some custom covers made, or made them yourself, fitting the finished product is not QED. Between the fabric and the springs VW put a molded, stiff-spongy padding and cotton batting. The stiff-sponge padding pieces fell out under each seat. The cotton batting stuck out when the seams fell apart or the material ripped. Some suggest 3" foam padding as a substitute for the stock padding. Foam gives an entirely different character to the seat. Use it if you must. I wouldn't.

Your frames and springs are clean. Your covers are ready. Your padding is salvageable. Toss the cotton batting if you want. Polyester batting (like the stuff in pillows only it comes in sheets) is cleaner and can easily be cut to the proper size. One more helpful 'hint' as you begin the reassembly: before you put the padding over the springs, put a layer of canvas or denim (something durable) between the springs and the padding. This will prevent any deteriorated padding from falling through the springs. You know what I mean; that brownish grit under the driver's seat and in the tool space under the passenger seat.

Installing the covers takes a lot of pull, literally. With canvas, padding and batting over the springs, position the cover and begin pulling the edges of the cover down to fasten it to the frame. VW didn't use 'hog rings' to hold the material in place like American cars do. Triangular clips are spot welded to the frame to hold the covers in place. Your covers need to have a piece of wire through the bottom hem. When the cover is stretched to the frame, the triangle clips puncture the material and catch on the wire. After the cover is properly positioned, carefully bend each triangle point over to hold the cover in place. They're sharp! They're also susceptible to breakage. If any of yours broke off, you should have replaced them in the hardware phase. Once the seat cover is in place and all clips bent over, the wire should be pulled tight and wrapped around the frame to hold it.

I've concentrated on the driver's seat for these instructions. Installation for the rest of the seats is similar. In a few spots a cardboard strip is sewn to the material and slides in a slot on the frame. The middle and back seats have a board on their back side so cargo doesn't puncture it. The basics I highlighted here give you the general idea. With seats and interior panels done, particularly if you've done it yourself, you can really appreciate that it took a force of artisans to make those buses come together at the factory. All you have to do is sit on it.

I'm almost done with the software part. Things are looking up. And that's where we'll go next time: the headliner. More challenges await.

*Jim Bryant fervently believes that "a stitch in time saves nine" in DeKalb, Illinois, home of one of the nicest restored VW buses around.*


# NEATO STUFF

## Literature

**Volkswagen Transporter Workshop Manual, 1963-1967, Type 2**, by Volkswagen United States. Newly republished by Robert Bentley, Inc. Reprint of original repair information for all Type 2 models sold in USA and Canada. Comprehensive illustrations and procedures for routine maintenance, troubleshooting, repair and rebuilding. 918 pages, with 1,450 figures, illustrations and diagrams. Softcover, 8-3/8" x 11". $79.95, plus $7. shipping/handling. (Canada airmail: add $12; overseas airmail: add $40—otherwise, Manual will be sent surface mail.)

**VW Transporter/Bus 1949-1967**, by Walter Zeichner (English translation of original book). Covers origin and development of VW Transporter, with technical information, contemporary advertisements, etc. Many photos, 11 pages in color. Hard cover, 10 1/2" x 7 5/8". 96 pages. $19.95, plus $3.55 post/handling. (Canada, add $5.55 post/handling. Overseas, add $14.05 post/handling. Sent airmail.)

**Volkswagen Bus/Camper/Van, 1954-1967**. Articles on Microbus, Camper, Station Wagon, Devon Caravette, and others. 100 pages. Soft cover. $15.95, plus $2.55 shipping. (Canada, add $4.05 post/handling. Overseas, add $8.05 post/handling. Sent airmail.)

**"VW-Transporter"**: A recent reprint of the first bus brochure published in Germany in 1950. 9 pages of black & white photos of the earliest Type 2's. $3 each, plus .75¢ post & handling. (Canada and overseas, add $1 each.)

## Other Stuff

**NEATO window stickers**—*No Splitty should be without one!* One: **$1**; Three: **$2**; Five: **$3**. Please specify either Blue on White or Red on White (or a mix thereof).

**NEATO T-Shirts**—*Show your club colors!* "Ask Me About My Type 2" (Todd Schneider design) 100% cotton shirts with small NEATO logo on front, large graphic on back. They're neato-o! L, XL & XXL sizes available. $10 each, plus $2 post & handling. (Canada & overseas, add $5 ea.)

Please make your check payble to **NEATO**, and in US funds, drawn on a US bank. Mail to:

**NEATO STUFF**
22 East Walnut Street
Westerville, OH 43081

# Loose Bearing in My Head!

## *By Rusty Van Bondo*

The weekend preceding Memorial Day, I participated in the eternal loose exhaust manifold 10 mm clamp tightening ritual. I had to keep the Single Cab going as a daily wifey driver until we completed the '67 Westy Resto from Hell. I finally found that the header was shoved too far forward on the heater box. The connection was secured once again by moving the header away from the narrowest section of the heater box exhaust pipe. It was a job well done and a problem solved!

The following Tuesday evening I drove up to the house and got a warm glowing feeling inside as I approached the Single Cab. I thought "Boy I'm glad it's running great. At least that's one honey-do chore that I can scratch from the list." Maybe it was just the 7-11 coffee. Just inside the door my beloved wife mentioned in her best Marge Simpson voice (as I heard it) "Ya know Rusty, there's a new knocking kinda noise coming from the truck." Grrrrrmph! So I fired up the truck and hoped that I didn't burn a valve or $omething major. Whew, "only" sounded like the alternator was losing a bearing or about to throw the doghouse fan! Next step was to adapt the wife's short commute to the job. Drop her off/pick her up until the holiday weekend. The holiday weekend arrived and I spent part of that Saturday yanking the fuel pump, alternator stand, alternator, backing plates and attached fan. A little end play was noticed so I grabbed a UFO alternator off the shelf and checked the watch. It was into the four oclock hour so I began a new episode of "beat the clock" and drove the requisite 20 miles to the parts joint. The guys were looking like they were half way out the door as I arrived. I succeeded in conning them into testing the UFO alternator and removing the huge nut on the rear of the "bad" alternator assembly. It was five oclock, door was locked by then, the money was counted and I was outta there. 20 miles back home. Installation was completed early that Sunday morning. I stood silently feeling proud of myself. Gene Berg's guardian Angel laid his hand on my shoulder. I heard the royal trumpets from the scene in Ben-Hur when the chariots first entered the Coliseum immediately followed by the Theme from Rocky One. I fired up the truck... Arrrrgghh! The same noise that I hoped to fix was still in evidence!! Next step: logic. No wait, cigarette, then logic. (I know, I know, I should quit but get off my back would ya?). OK, logic. Isolate the noise. Laying down on the driveway I decided to "look" for the noise. What did I see? Mutter, mumble, er. The next step was to stand up and slightly bend the apron away from the header. The previous weekends readjustment of the connection between the heaterbox, header, and the eternal loosening 10mm clamp had moved the header into contact with the apron. This was the cause of the "bad bearing" noise. Duh! I cleaned up the tools and shuffled away with good intentions toward having a nice day and watching multi million dollar Indy cars kiss the walls. Mental note: Add this little adventure to the list and swear never to tell anybody.

## Chapter News:
# Busses on the Blue Ridge
### *By Neil Pickett*

**June 2-4, 1995** has come and gone, and with it, Busses on the Blue Ridge. The weekend started promptly at six thirty Thursday night, when Emmett Goldsborough, Mike Puno and Slynkee pulled into my driveway after a long drive from Baltimore. They were soon followed by Dave Meacham from Asheville and David Angelroth and Mike Brown from Florida. The next few hours were filled with Bus talk, shish-ka-bobs (courtesy of Mary Kay), a slide show of busses, more bus talk and general partying. At about twelve thirty, Brian Wittling from St. Louis showed up. There were now five split window busses on my front lawn. The weekend was looking pretty good at this point, except for the fact that it was raining out.

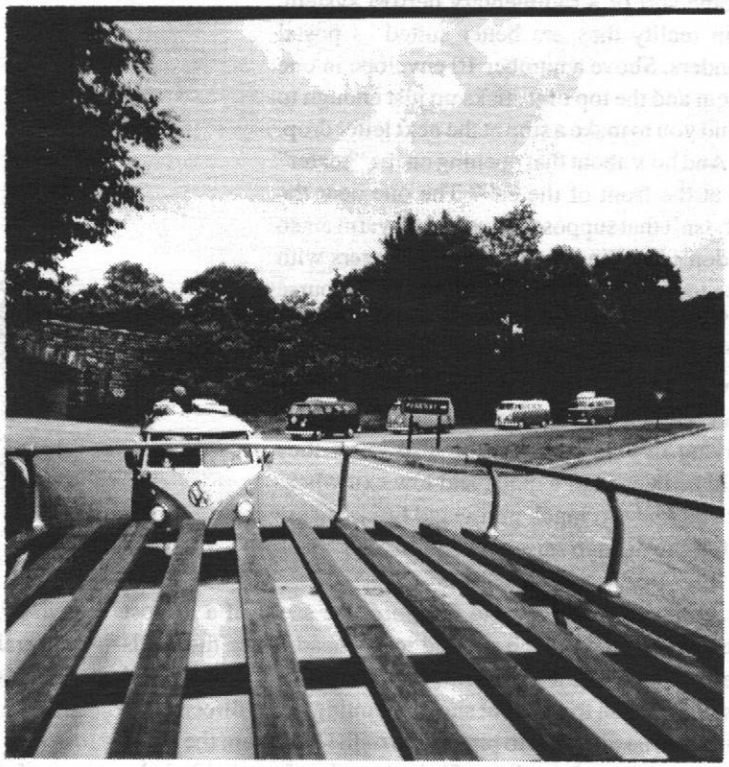
Friday morning came a little too quickly, and it was still raining. We got to the campground and set up camp. A few busses had already been there and more were pulling in. When the weather let up everyone milled about looking at each others busses, and when it started raining again, most people headed towards the "Hospitality Suite". The Hospitality suite was a safe haven from the rain (and hunger) which was comprised of Daniel Sturgill's panel along side of Todd Cooper's camper connected by an intricate series of tarps. Despite the rain we had about thirty busses of all years show up and camp on Friday night. It was raining pretty heavily so John Patterson of Arden volunteered to park weary travelers in the storm all through the night. He donned his funny orange hat and yellow slicker to signaled drivers to their space by way of flashlight. It must be known that John doesn't even own a VW.

Saturday morning also came too soon, but at least it was sunny. In fact it was a perfect day in the mountains, so some of us took a little cruise along the Blue Ridge parkway. The parkway is the perfect road to travel by bus on, it has a speed limit of forty-five miles per hour and commercial vehicles are not allowed so you will not get blown off the road by large trucks. The Parkway also has some breathtaking scenery, like "Looking Glass Falls", our first stop. The falls were especially active due to the previous days rain. A few ohh's and ahh's and a group photo and we were on our way. The next stop was at sliding rock. This is a FREE, natural water slide. Those who dared to brave the chilly mountain water were Steve Genter, his daughter Stephanie, Emmett Goldsborough and myself. I figured that I had to, I was the host you know.

After we got back, Emmett rallied all of the kids into a game of "Iceman", which gave many parents a rest and an opportunity to make dinner. After dinner everyone gathered around the campfire for the award's ceremony. The awards were the very coveted "BUSSES on the BLUE RIDGE" event T-shirts. Steve Genter's beautiful '56 camper took both the "PEOPLES CHOICE' and "OLDEST BUS'' awards. David Angelroth took the "LONGEST DISTANCE" award with his '66 standard driving nearly seven hundred miles to the event. The last award went to me and my '58 deluxe, Unfortunately, it was for "MOST IN NEED OF RESTORATION".

Much later in the evening when the campground fell quiet, and people let their guards down, covert activity took place. The "friendly" people at the hospitality suite started moving peoples busses into new locations. Emmett's bus was moved eight sites away from the original location. While Brian Wittling's bus was moved right under his nose into Emmett's now vacant spot. We all got a pretty good laugh at the reactions of the victims.

The sun rose for the last time at this first NEATO event in North Carolina. Soon everyone would be on their way back home. Everyone was filled with excitement as over thirty busses (nineteen splits) lined up side by side for a picture or two and then headed down the Parkway for a very "head turning" caravan. Busses on the Blue Ridge was over. There were over forty busses in attendance with twenty three being splits. I would like to thank everyone for coming and supporting our new chapter of NEATO, The APPALACHIAN SPLIT SCREENS. I would especially like to thank Mary Kay, for putting up with the phone calls and general bus craziness. I would also like to thank the enthusiasts that traveled great distances like the Mid-Atlantic Micros, Brian Wittling, Das Kool Bullis, and Don Covey who drove down from Canada with his wife to check out the event. Everyone is invited back next year for "Busses on the Blue Ridge II" which will be held the first weekend of June, 1996.



***Up On the Roof: A View of Saturday's Caravan***

# The Awakening and Deliverance Of a Cold-Weather Kombie Zombie

## *By John Lago*

**Part Four: Und so weiter**

My dad always said the second best time to deal with a problem is when it comes up. The best time to deal with it, he said, is before it happens. So while we were driving back to Oshburg after a late sixties Autumn Bus Tour through the Deep Woods and Lake Country of Northern Wisconsin, I wasn't only dealing with the immediate problems of maintaining life and composure in the presence of irate drivers backed up around every curve. No, somewhere in that little bin of obsolete parts that claims to be a brain, I was also mulling over the challenges to come. Richard Nixon could take care of the trivia—like the Vietnam War, riots in the streets, and upcoming tapes, gaps, and impeachments—while I devoted my efforts to the things that really mattered.

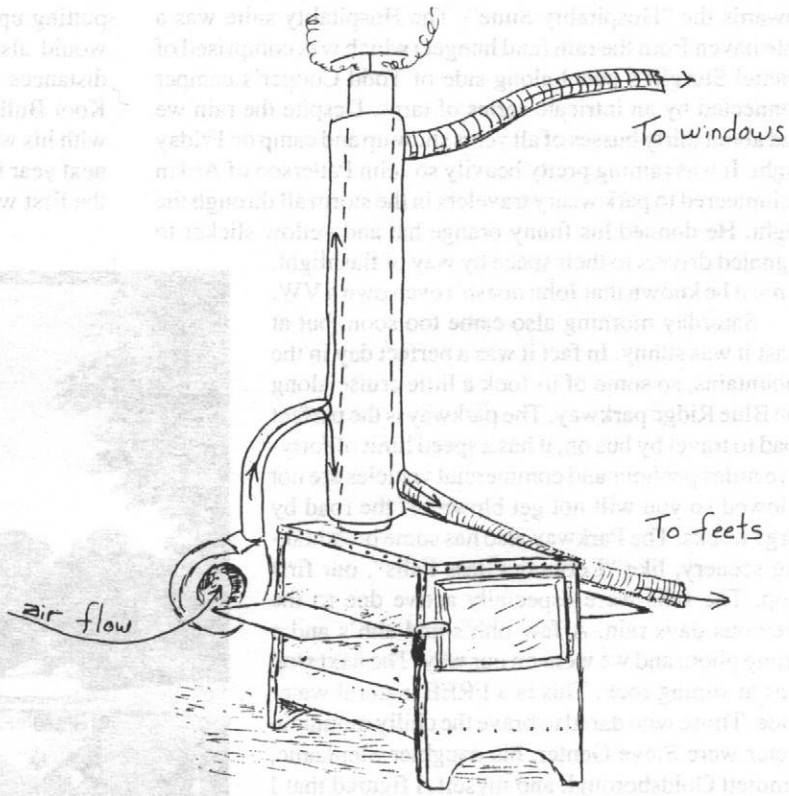
Like warm little tootsies and a frost-free windshield.

As we all know without being told, the defrost system on Old Buses existed in name only. Back then, as in the owner's manual of my '62, defrosting is mentioned, but only as a theory. The small slots under the windshields appear to be some sort of a rudimentary defrost system, but in reality they are better suited as postal reminders. Shove a number 10 envelope in one of them and the top of it sticks up just enough to remind you to make a stop at the next letter drop.

And how about that opening on the "heater" tube at the front of the cab? The one near the floor. Isn't that supposed to send out warm air so you don't have to unload your passengers with an ice tongs? What an easy question. Of course not, "Heater," in this connection, is an acronym for "How Every Animal Takes Exit Running," and was put there by the inventor of the salmon ladder. He knew that rodents would eventually be living in your Bus, and he also knew they would be in need of a quick and low exit whenever you had too much garlic and brick cheese and felt the need to raise yourself on one cheek and "beef one."

So once we got back to Oshburg, the seeds of a defrost system were pretty much planted in my head. Once the seeds were moistened with a fermented solution of yeast, malt, and hops, they began to send out shoots pointing in the direction of the stove. The idea was to pipe some of the beat from the stove up to the front of the Bus. Sitting on the floor behind the driver's seat the way it was, the stove radiated plenty of heat to the dorsal half of your anatomy, but it kind of forgot about your feet up in front. Also the front windows. You could be driving along during a cold spell and occasionally leaning back in the seat and chucking another lump of wood in the fire, and still it wasn't quite enough to keep the windshields clear of ice.

What the stove needed, it turned out, was a double-walled stack, a fan, and two delivery tubes (as shown). As you can see, the fan would suck air in from behind the stove and force it through the space between the double-walled stack. All along it would be picking up heat, so when it finally shot out the ends of the delivery tubes, you'd have two warm and fuzzy feet and

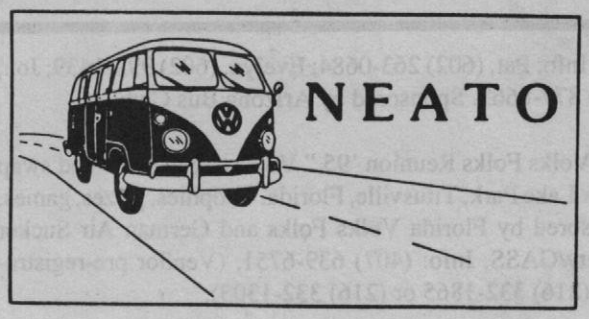



two frost-free windshields. Take that, Old Man Winter, you miserable swine.

It was a wood stove, but that wasn't all. For a while it was also an oil stove, and for several seconds it was even a gasoline stove.

Let me explain.

Even though today should be looked upon as the best that




# OBR Lite

*Supplement to Old Bus Review 44*
*July/August 1995*

## Coming Events

### Regular Chapter Meetings

***Phoenix, Arizona:*** last Sunday of the month: Southwest Association of Transporter Owners (SWATO) meets at Wendy's on corner of Third Street and Indian School. 7 PM. Info: Kent or Glenda Thorpe, (602) 926-4244.

***Pinole, California:*** The Split Bus Club meets every second Wednesday of the month at Round Table Pizza, 1596 Fitzgerald Drive, (Pinole Vista Center) Pinole, 7:30 PM. Info: Gary Morgan, (510) 724-0470.

***Redlands, California:*** third Wednesday of the month: Vintage Transporter Owners meets at Giovanni's Pizza, Redlands. 6:30 PM. Info: Johnny Salazar, (909) 389-9477.

***St. Louis, Missouri:*** third Tuesday of every month, Missouri Micros meets at various locations. Info: Rick Babor, (314) 837-1343.

***Bosque Farms, New Mexico:*** Route 66 Splits—a non-stop celebration of the Vintage Type 2 at The Bus Barn. Ohne Schmutz da ist kein leben. (505) 869-8149.

***Reidsville, North Carolina:*** PAST VWs meets bi-monthly. Call for directions/location. (910) 349-8562.

***Portland, Oregon:*** Flat Four Transporters meets first Wednesday of the month at Flying Pie Pizza, 7804 SE Stark, Portland. 7:30 PM. Contact Burt Reif, (503) 235-9219.

***Dallas, Texas:*** Lone Star Transporter Association meets second Sunday of each month, 3:30 PM, at "Memories," 2102 Morriss Road, Flower Mound (near Lewisville, Texas). Info: (214) 734-0413 or (800) 685-0619.

***Seattle, Washington:*** first Wednesday of the month: Cascade Kombis meets at Northgate Station Roundtable Pizza, 9895 1st Ave., NE, Seattle. 7 PM. All VW's welcome. Info: (206) 783-1779.

### July

**21:** "The Friday Night Rally," aka "The Hamburger Thing." Pre-Vintage Meet gathering of old VW's, juicy hamburgers and greasy fries, at Kidd Valley Drive-in, 143rd & Aurora Ave. North, Seattle, Wash. 6-9 PM. Info: (206) 972-0851.

**22:** "14th Annual Northwest Vintage VW Meet," Shoreline Community College, 160th & Greenwood Ave., N., Seattle. Admission: $5, under 12 free. Advance sign-up ONLY for all swap 30' x 15' spaces. Portion of admission will be donated to the Shoreline Community College Automotive Program. Info & reservations: (206) 972-0851. Hosted by Cascade Kombis, it's "The Greatest Vintage VW Meet Anywhere." '

**23:** "Time Machines '95," annual SAAC Region of AACA antique auto show & flea market, 8 AM-3 PM, Coginchaug Regional High School, Route 17, Durham, Conn.. Traditional show class for all air-cooled VWs, sponsored by the Mierz family. Proceeds benefit SAAC Region's Scholarship Award Program. Additional info: Steve Mierz, P.O. Box 3353, Stony Creek, CT 06406, Telephone (203) 481-1930, E-mail: foxcraft@aol.com.

**21-23:** "Transporters by the Tunnel," N. Adams, Mass. LiMBO sponsored campout near Mt.Greylock. Call Jim (413) 743-4968.

**27-29:** "Summer Fun in the Sun," White Lake, North Carolina. VW Campout (spaces $20/night). Sponsored by PAST VWs, (910) 349-8562.

**30:** "Buses on the Beach," Bolsa Chica State Beach, Huntington Beach, California. From L.A 405 Freeway south to 22 east exit Bolsa Chica Rd. and go south to Warner. Turn right (west), go to Pacific Coast Highway (PCH) and turn left (south). We will be on PCH on the northern edge of Bolsa Chica State Beach. Info: Daniel Lewis, (800) 213-1777. Sponsored by Box on Wheels.

**30:** "Michigan Bug-Out," Milan Dragway, Milan, Michigan. Drag racing, vendors, show. $10 per person. Info: (517) 436-6297.

## August

**1-6:** "VTO's 4th Annual Buses to Baja," Who: Anyone interested in Type 2s. Where: 30 miles south of Ensenada, Baja California, Mexico. Why: Because we can and fish tacos rule. Info: Johnny Salazar, (909) 389-9477. Don't be afraid. Mexico won't bite.

**6:** "Box on Wheels Monthly Bus Gathering," All pre-'68 Buses welcome. Chano's Mexican Food, San Gabriel, California, on Las Tunas Drive. Info: Erik (818) 417-1868 (pager), or Daniel (800) 213-1777 (voice mail).

**11-14:** "Cape Lookout Kampout," Oregon. Info: Burt, (503) 235-9219. Sponsored by Flat Four Transporters.

**12:** "5th Annual Central Ohio Vintage VW Show," Watson Memorial High School, Kirkersville, Ohio. Info: (614) 882-5878.

**13:** "6th Annual All VW Car Show," Auburn/Lewiston Airport, Auburn, Maine. 9 AM-3 PM. Vacationland VW Assoc. (207) 784-7095; (207) 729-4273; (207) 443-9556.

19: "SWATO Ice Cream Social," Phoenix, Arizona. A Robert Redford/Kent Thorpe birthday party. Info: (602) 926-4244.

**19:** "Familienfest, 1," Deer Park Winery, Escondido, California. All air-cooled Vws welcome. Swap, children's carnival, prizes, raffle, show. Info: John, (619) 630-4655. Sponsored by Strictly Vintage II's.

## September

**1-3:** "Buses by the Arch, #9." a NEATO/LiMBO sponsored VW camping weekend. NEW LOCATION TO BE ANNOUNCED. Transporters will gather again on Friday to camp. On Saturday we'll hold an "all VW" caravan and picnic on a scenic route. Great socializing, V-ball, games, parts swapping, VW videos, 1/4 scale wooden soapbox Type 2 contest, trophies and campfire activities until ? Don't miss it! Over 80 buses last September! Info, please send a S.A.S.E to: Buses by the Arch, #9; 1514 Wild Goose Run; St. Charles, MO 63303-2503.

**3:** "Box on Wheels Monthly Bus Gathering," All pre-'68 Buses welcome. Chano's Mexican Food, San Gabriel, California, on Las Tunas Drive. Info: Erik (818) 417-1868 (pager), or Daniel (800) 213-1777 (voice mail).

**8-10:** "VW Campout," Hanging Dog National Campground, Murphy, North Carolina. A social event, $4 per night camping fee. Cookout on Saturday. Sponsored by Cool Breeze Vws, Appalacian VW Assoc., and A.S.S. (Appalachian Split Screens). Info: Alan Hawkins, (704) 837-1908.

**16-17:** "Jerome Jamboree, 5," Gold King Mine, in scenic Jerome, Arizona. Camping, show, raffle, swap, chili-cookoff, slow drags. All Vws welcome. Admission, $10 per bus/car load. Info: Pat, (602) 263-0684; Evelyn, (602) 992-1439; Jon, (602) 877-8662. Sponsored by Arizona Bus Club.

**22:** "Volks Folks Reunion '95," Volkswagen show and swap at Fox Lake Park, Titusville, Florida. Trophies, prizes, games. Sponsored by Florida Volks Folks and German Air Sucker Society/GASS. Info: (407) 639-6751, (Vendor pre-registration: (216) 332-1865 or (216) 332-1303).

**30:** "TransporterFest," Brookfield Orchards, 12 Lincoln Road, North Brookfield, Mass. Apple picking, apple dumplings, country store, parts vendors/swap. Nice time, nice people. Several campgrounds in area. Dan, (508) 568-8450.

## October

**1:** "Southwest Bug-In," Phoenix College, 15th Ave. & Thomas Road, Phoenix, AZ. 7 AM-2 PM. Show & swap to benefit St. Mary's Food Bank. Admission. Info: (602) 867-7672, or (602) 934-8989, or (602) 995-8449.

**21:** Bus Caravan to "Volks Folks Reunion '95," in Titusville, Florida. Info: Mike Brown, (813) 733-4318.

**21:** "Gettysburg Caravan, 2," Big Pipe Creek Park, on Maryland 832, 1 mile southeast of Taneytown, 9 miles northwest of Westminster. We'll be there at 11:00, picnic whenever, caravan after that. Children's playground at the park so bring the kids. For information/verification/clarification, call Emmett, (410) 756-6134. A Mid-Atlantic Micros affair.

**22:** "Volks Folks Reunion '95," Volkswagen show and swap at Fox Lake Park, Titusville, Florida. Trophies, prizes, games. Sponsored by Florida Volks Folks and German Air Sucker Society/GASS. Info: (407) 639-6751, (Vendor pre-registration: (216) 332-1865 or (216) 332-1303).

## November

**11:** "Bulli Brigade 2," Reeve's VW, Tampa, Florida. A Split Screen Type 2 show and swap. Informal. raffle, long distance award, best nostalgia display, caravan. Bring out every old bus you can, splits only, we're going for an east coast record turnout. Info: (813) 733-4318, or (813) 962-4438.

**12:** "Land O'Lakes Bug Jam," Land O'Lakes, Florida. Trophies, prizes, swap, vendors, toy show, etc. Send SASE to A&J VW; 12309 U.S. 41; Spring Hill, FL 34610. (813) 996-6306 (Tues-Fri, 8:30 - 6:00).

***Please note: This is not a complete listing of VW events. The emphasis is on NEATO or other bus club-sponsored events. Please contact sponsors for further information and to confirm dates/locations (changes can happen!).***

***Event organizers! Send notice of your plans early so Bus People worldwide can make their plans.***

***Kombie Zombie** continued. . .*

For more than 20 years the little stainless steel stove has been heating the Old Blue Bummer. Somewhere along the way I bolted on two side shelves. Nice way to keep pans or cups warm. Then I built a fork holder that allows the user to grill meat without a lot of personal attention. It's made from the ball joint of a tie rod end and will hold the item to be grilled over the coals in any position or level you want with a simple twist of an adjusting screw. In this age of specialization you don't want to take a hand that's been trained to hold a coffee cup and force it into the unnatural position of holding a grilling fork.

Nowadays, a typical winter driving day starts out something like this: first I let the dog out. If he lifts his leg against a snowbank and the resultant stream doesn't even melt a hole, then I know that all those pieces of hardwood cut and dried the previous summer are going to be put to good use. Mostly I use lilac. It's a denser wood than oak or hickory, and one dry piece the size of an ear of corn will heat the Bus for about an hour. Lilac lays down good coals too, which is just about essential if it's going to be one of those days spent out on a lake ice fishing, since a day spent fishing through a layer of hard water is way short of complete without grilling coals for steak, brats, or chicken wings, or maybe all three.

My son, Beano, feels the same way. He was home on a visit from Montana last January, so when I had a day off we made our way over to Lake Poygan and drove out on the ice. It was sunny and only a little below zero but the wind seemed to come from another world. You could not walk on bare ice. You would be carried downwind, like a chicken in a hurricane. When we drilled the holes and set out the tipups, the only way we could negotiate patches of bare ice was by taking a running start on a snowy stretch and hoping the momentum would carry us across the bare spot. While we were out there, some other poor bugger stepped out of his shanty and had the hat blow off his head. He made a grab for it, but by the time he got his hand up the hat was already bouncing along downwind like a beagle chasing a rabbit. From a strictly conventional standpoint, the weather plainly and simply sucked.

But when you factored in that icon of unconventionality, da Bus, there was suddenly a new sky above the earth. Beano and I knew this was going to happen, since over the years we had been in dozens of situations where purely poisonous weather was transformed by the Bus into a palate-pleasing nutrient.

There was already a fire going in the stove when we finished drilling the holes and setting out the tipups, so when we stepped inside the Bus, life and blood returned to our fingers. To take our minds off the pain you get when frigid little fingies regain their normal temperature, we got down to the business of locating the bottle opener and deciding what kinds of seasonings were going to grace the chicken wings. Beano had been living in Montana since last summer, so we had a lot to catch up on. Him and his buddy Carl had gone out there in August. Beano drove his '65 Chevy van, while Carl drove his '72 Bubblefront. Both vehicles had experienced mechanical problems on the way out, and there were times they had to take turns towing one another. I couldn't help but think what a sight that must have been, those two old relics in tandem—especially since Beano's van was black with bright, multicolored flowers painted on one side by his artist girlfriend, Angela, and with the other side featuring a tire-sized, yellow happy face painted by Beano. Only the happy face had a big black eye patch that seemed to project the message, "Have a nice day or I'll kick your ass."

Somewhere into our second pack of chicken wings (did I mention that we also had with us a cold case of bock?), we noticed that the wind and the Bus seemed to be having a personality conflict. Every time the wind would gust, the Bus would rock and at the same time the fire would roar like a wounded lion. We were parked broadside to the wind, and with the Bus in that position, air flow has a tendency to create a suction on the smokestack. A gusting wind creates an intermittent suction, and if the gusts are particularly strong the Bus will rock noticeably and the fire will react with a loud voice. To be there while it's happening almost makes you think the wind is doing it just to be provocative. Like when you want to sleep late, but your little brother can't resist the temptation to jerk back the covers and pour water in your ear.

Maintaining a small spot of comfort in an otherwise hostile environment paints a whole different picture of life than simply existing behind a big barrier of comfort a mile wide and two miles high. A person can go numb with comfort north, south, east, and west. You can numb out and become unaware, and there is no sense of awe or beauty in the unaware. While Beano and I were out there on Lake Poygan, counting how many sticks we had left until we'd have to leave, it was as if the act of feeding the fire was feeding an extension of our own body. The cozy little Bus out there in that big, hostile stretch of ice and wind was like a little tin skin. It protected us from the environment without adding any distance. If anything, it brought us closer—at least in understanding—because we could experience the setting solely for what it was, without the pain of what it could do. You could see the world work in its own way, closely, without being held hostage by its effects. From the warm little can of sauerkraut the world was a beautiful mix of simplicity and complication. Simple that it all fit together and worked, and complicated in the sense that you'd never know how, or why.

Prost!

**Your Mama's Bra Company**

Custom Bras
For 1950-67
Type II's
(206) 783-1779

the world has to offer, is that good enough for tomorrow? Hell no. What is muscle today is fat tomorrow if not kept in motion. Time would stop except for curiosity and persistence, and mind would not exist unless there were possibilities for discovery. So you can easily see that if some full-time road-rummy and terminal Busaholic has a Micro with a wood stove, it won't be long before he thinks there's gotta be a better way to start a fire in the old crowbait than first carving up shavings, then assembling small sticks, and then gathering up progressively larger sticks every time a fire is needed. No, even though that method of starting a fire had a lot of tradition behind it, it wasn't something that was looked upon as unimprovable.

Charcoal starting fluid turned out to be an excellent fire starter. Two squirts on a stoveful of dry wood would have a roaring fire going in seconds.

That got me to thinking. Maybe it was time to update the little glowing box. Why be satisfied with only burning wood when there were plenty of other types of fuel that might even be better in certain applications? Like during long drives. Sometimes heating with wood during long drives was not as constant as you'd like it to be. For instance, you could easily forget about reaching back and chucking another stick in the fire. You could be tooling along, eyes peeled for road kills and drooling over the recipes you would use if you found a fresh one, and suddenly you'd realize it'd been too long since you'd last fed the fire and now it's out. So you stop and start another one. No big deal, because it was probably time to drain the pickle anyway, but times like that get you thinking about alternative fuels.

As it turned out, one of the first fuels I thought about was gasoline. You'll have to remember that many VWs at that time had gasoline heaters. Some of them are still around.

Another thing that was around was a little stupidity. I actually thought I would be able to build a little generating device that would shoot a thin mist of gasoline through a hole drilled in the side of the stove. And I actually thought that when I lit the spray it wouldn't blow up. But of course it did blow up, big time, and luckily I wasn't too dazed or scorched to shut off the metering valve before it had a chance to unload on me again.

Since I already had a well-deserved reputation of being not much brighter than a white bean stuck in a black cat's butt, I cleaned up the mess from the explosion, trimmed back what was left of a full growth of whiskers, and pretended nothing out of the ordinary happened. Some things you like to keep quiet. Explaining myself was unavoidable, though, because just about everybody I saw up till three weeks later would ask, "What happened to your hair, already, and how come you ain't got no eyebrows?"

Even before my hair stopped smelling like fried pork rinds, and even before my eyebrows grew back, the Old Blue Bummer was being heated by another alternative fuel. This time it was fuel oil. Like people use in home furnaces. Fuel oil had a high flash point, unlike gasoline, so you weren't tempting the Grim Reaper every time you approached it with a match.

To make it work, I hung a small tank in the motor compartment, ran a copper line from it to the stove, and installed a needle valve in the line. The needle valve was right below the driver's seat so all I had to do to regulate the temperature in the Bus was reach down and make an adjustment on the valve.

There was an added benefit to using fuel oil. It's a benefit I later called "The Great Anti-American Smokeout." Even though I was now driving in total warm and fuzzy winter comfort, there was still the annoyance of close-following drivers of American cars. If they insisted on taking too much fun out of my winter driving by pressing their big, sweaty grilles too close to my virgin little tailpipe, I'd "ink" them. I'd reach down and momentarily twist the fuel valve full on, which would send a huge cloud of greasy black smoke up the stack. In the rear- view mirror you could watch the dirty mass surround the car behind you. Sometimes you could even see the wipers start up. One thing you didn't see though, was them trying to hook back up to your tailpipe. Not the same day, anyway.

A friend of mine, Al, took it one step further. "Oh yeah?" he said, when be heard of my setup, "I got me an all-season jobbie." His inker worked right from the engine. Winter, Spring, Summer, and Fall. What he did was pull a windshield washer assembly out of a junk vehicle. Then he installed it in his own vehicle so that the washer line fed into the throat of the carburetor. Whenever a driver got too close, Al would hit the button and high-rev the engine. Of course he had diesel fuel in the wash bottle, instead of windshield washer fluid, which would get sucked into the racing cylinders and be converted from a little squirt of yellow oil to a giant cloud of choking black smoke. The engine would dog back, momentarily, Al would say, but would go on to say that fouling the plugs for a few seconds was worth it. For him it was the ultimate ongoing prank. He even had a motto. "One small squirt from mankind, one giant step backward for tailgaters." Later, when I told my kids about Al and, his "Screen Machine," as he called it, their lights went on and they jumped up and down and said, "You gotta get one of those, Dad, you gotta!"

But actually I went the other way. I took the oil tank out and went to propane. Fuel oil was cheap and handy, but like diesel fuel, it stunk too much. Spill a little, or get a little on your hands, and two days later you could still smell it on your fingers when you'd go to pick your nose.

Besides, propane gave a guy the luxury of adding a gas plate. With propane, not only could you have a line running into the stove, but you could also run an extra line to fuel any number of gas burners. Over at Block Iron Salvage Yard I stripped a kitchen stove of two of its jets and burners, welded a small frame, and hung the two burners together next to the wood stove directly behind the driver's seat. With that, you had the option of cooking lots of stuff at once or the option of not starting a whole big wood fire on a hot summer day when all you needed was-one small pan of boiling water to clean out a cup that a mouse peed in at your last campsite.

***Kombie Zombie** continued next page* ☞

# Edward & I

## *By Neil Pickett*

**January 16, 1995:** Today is the day. Today is the five year anniversary of owning my bus. I was looking for a 36 horsepower motor for my '58 bug and a set of bus bumpers for my friend Karl's '67 deluxe at a place called the "Old Volks Home" in South Milwaukee, Wisconsin. They didn't have the motor, and when I asked about the bumpers, the guy replied "I don't know, there's an old bus in back, it may have bumpers on it." That was all I needed to hear, and I was out the door to check it out. When I looked at the bumpers, I knew that they weren't what Karl needed. Then I saw the corner windows, round tail lights, and bullet signals and knew that this was no ordinary Transporter. This vehicle was special. This was the bus for me.

There it stood, a black and red '58 deluxe Microbus (no sunroof). It had the words "Edward's Sound Service" painted on the nose and doors. I was ecstatic. The bus was beautiful and it was covered with two feet of snow (it was January in Wisconsin you know). The only thought that I had was that Karl was going to be excited, and my Dad was going to be really mad (I was 18 and living at home). I went back inside and talked about a price and the pick up date. I then got a flashlight (as if I really needed one to see this glowing treasure) and went back outside to check out the interior, it was all there except the middle seat, front floor mat, and an armrest.

My first stop was Karl's house, and he could not believe it. We poured over back issues of *Hot VW's* and *VW Trends* trying to find a picture of a bus like it and could not find one. That day Karl had received his new SOTO newsletter, so we looked over the classified ads to see if there was anything interesting for sale and an ad caught our eye. The ad spoke of an original set of safari windows with NOS hardware. It was only an hour and a half from where we lived, so back in the car we went. Karl bought the windows for his bus, but they were later sold to me, to be put on Edward in the future. Accessories aside, however, there were more important things to do in order to get Edward ready for his debut.

It took me about a year to install the brake lines, put in a transmission and rebuild the motor, but I was ready for Buses at Bong, 2. Unfortunately, Edward was not. I got on the freeway heading toward Wisconsin when, to my chagrin, my bus would not go over forty miles per hour. I knew that old buses did not go very fast, but I had a 1650cc motor and a new transmission with a 3.88 ring and pinion, not some tired old 36 horsepower motor. I eventually got to the Bong Recreation Area and had a great weekend camping, until I had to go home. Not only was I going very slow, but I also came to realize that my reserve lever was not functioning properly, and I ran out of gas. Fortunately I had my (then) girlfriend's bike with me and was able to ride three miles to the nearest gas station.

My father didn't appreciate my bus too much at the time, but he was still pretty tolerant. Although he made me remove "Edward's Sound Service" from the door and nose because he said it made the driveway look like "Sandford and Sons," he did allow me to work on Edward in his space whenever I needed to. It was during one of those much needed and appreciated times that I was pushing Edward around the driveway (he once again didn't have a motor). Not only did he not have a working motor, I soon found out he didn't have a working parking brake either. I could have sworn the driveway was flat, and to this day, I don't think Edward has ever gone faster than when he flew out of my hands and over the edge of the driveway (which is a good three foot drop) and through the trees narrowly missing a large poplar. Dad was not amused but once he saw the anxiety on my shoulders and tears well up in my eyes he felt sympathetic enough not to get upset.

The only other ditch Edward got involved with was at a large bike rally. As I was pulling into the parking lot, my right rear tire fell into a hole, and a VERY large gash was ripped into the sidewall, instantly causing a flat and even more so causing a great spectacle of those who were riding in this strange bus. To make matters worse, people of all ages were pointing and shouting "you have a flat!" When the bus finally came to a halt, my friends and I got out to survey the damage, it was no big deal, just a flat tire and I had a spare. I then tried to loosen the lug nuts, but they wouldn't budge. We needed a breaker bar. After much searching, the only thing we could find to fit the bill was a twenty foot long section of fence post. The crowd we had initially attracted grew to about fifty people, who were now cheering me on as I was overpowering the lug nuts from twenty feet away.

People have many memories of their buses and I wanted to share some of mine with you. I used to think that only the good memories were good, but as I look back now, the bad memories can really make you feel good, too.

***Edward has a Bad Hair Day***

*Neil and Edward now live the good life in North Carolina, and frequent VW events all over the region. Neil is the contact person for the Appalachian Split Screens chapter of NEATO.*

# The Swap Area

*Did you turn here first?* Put your "For Sale," "Wanted," etc., in writing and mail to the address below and it will be published here. Classified ads are **free**, and will be run for one issue only, unless renewed. The deadline for submitting ads for the next *OBR* is **August 15th.** Write to:

*Old Bus Review*
P.O. Box 4190
Albuquerque, NM 87196

**Display Advertisers Please Note:** *Old Bus Review* accepts advertising. Rates are $18 per issue for business card sized ad, $36 per issue for quarter-page ad, $60 per issue for half-page ad (other advertising options are available). Ads should be "camera ready" and mailed to address above.

**"NOS"** means New Old Stock, new parts manufactured or distributed by Volkswagen.

**"OEM"** means Original Equipment Manufacturer.

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**For Sale:** '53 Ambulance. Complete, orig. Continental tires, 36hp crank start engine, grooved semaphores, LHD, double doors on left side, 37,643 original km. Clean. Needs nothing. Shipped over from Sweden. Dustin Retz, 9701 Albacore Dr., Huntington Beach, CA 92646, (714) 962-3886. Work FAX (714) 261-5170, mark ATTN: Dustin Retz.

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**For Sale:** '54 Kombi. All metal work professionally done. Needs body work and paint. Correct bumpers. 80% correct glass. Correct doors. Nice engine lid. NOS tail lights. Correct headlights. Perfect 3-tab emblem (front). Original front & rear seat, no middle. Runs (36hp). Needs brakes and 16" wheels. $3000. Jeff (713) 523-1033.

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**For Sale (Many Vehicles & Parts):** *'55 Barndoor Pickup*, #20-116069, built 2/14/55, runs & drives very well. 36 hp, 16" wheels, new tires, bumpers, very minor rust, dents & dings, $3500. *'55 Kombi*, #20- ," early non-barndoor US model w/semaphores, orig. dove blue paint, safaris, everything works, runs & drives, $3500. *'59 Ambulance*, Canadian model, 24K orig. miles, runs & drives, missing stretchers & one seat. orig. eng., $2900. *'60 Double Cab*, orig. sealing wax red paint, 69K miles, stored in barn for years, pops out of 4th, a few dents, no rust, $5500. *'64 Standard Micro*, turkis/white, 97K orig. miles, eng. just rebuilt for 1st time, orig. paint, runs & drives exc., $4300. *'68 Double Cab*, new tires, 130K miles, rocker rust, runs & drives good, 1600 eng, orig. paint, has dents & dings, $2300. *'68 Double Cab*,complete, hasn't run in years, rocker & floor rust only, $1000. *'71 Panel*, repainted once orig. white, no rust, 100K, square cut in roof for vent, $3000. *'63 Notchback*, factory sunroof, apart & primed, rust free body, battery area rust, $1200. Mark Smith; 233 Rogue River Highway, #264; Grants Pass, OR 97527. (503) 479-0786, Fax: (503) 955-9631.

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**For Sale:** '56 Double-door Panel, correct 36hp, comp. crank start, new brakes, very straight, clean, great two-piece dog-legs, factory safaris, many new parts, daily driver. $4000 or best offer. Also, assorted Bug & Bus parts for sale. Jeff, (602) 955-8582, Arizona.

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**For Sale:** '59 23-window. Runs, drives great. STRAIGHT, minimal rust. No middle or rear seats (stolen in Albuquerque). Nice front bench. New top. Gas heater, 36hp motor. Current title. $4000 firm. Rex Eastman, eves, (209) 384-1910, CA.

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**For Sale (2 Vehicles):** *'59 Standard Micro*, green/white w/caramel. Has been sitting for more than 20 years. No middle seat, 36hp needs rebuild. I have been slowly replacing rubber, cleaning, etc. Absolutely an Arizona automobile. Pictures on request. $2000. *'61 Walk-thru Panel Bus*. My personal car for 3 years. Maintained daily, safari brackets, ambulance fan, never hit, everything original except tranny ('66). Another Arizona automobile. Extremely straight and dry. Priced high to insure myself that you really want this bus. $5500 firm. Call for more details. Derek (602) 792-8258.

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**For Sale (3 Vehicles):** *'59 Crew Cab*, rusty front floor, no motor, truck is a roller, $600. *'59 Kombi*, no rust out, surface rust on outside, dealership rebuilt split case trans, $1200. *'66 Deluxe*, 13-window body, $400. '70 Panel Van, complete, $400. Jim (360) 871-7843, WA.

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**For Sale:** '60 Westy Camper '671740. Clean body, very mild rust in rockers. Surface rust in drip rails. Runs and drives every day. New trans as of 2-95. New radial tires as of 5-95. 1500cc motor, new clutch and T.O. bearing. 12v alt. Nice interior. PERFECT full tent, red/white, same as bus. Nice wood slat rack. Nice top hatch plus spare one. $5500 Ask for Danny. Day (713) 376-5922. Eve (713) 444-6070.

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**For Sale:** '60 Double Cab, ruby red, extremely straight & orig w/ minor ext. panel rust. . . but, an over zealous farmer liberated it of its' wheel wells. $3500. Could incl. hoop set-up. Call for photos. Mark @ The Bus Barn, (505) 869-8149. New Mexico.

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**For Sale:** '62 Double Cab. New 1500. New reduction boxes. Needs brakes and body work. Greg Core, P.O. Box 131, Boomer, NC 28606, (910) 921-4023.

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**For Sale:** '63 Single Cab. Been running ad for months, need to see. Make an offer. Let's deal. Dane (915) 855-9706.

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**For Sale (3 Vehicles):** *'63 VW panel truck*, has been sand blasted. In primer now, needs some rust repair. Interior and engine excellent, $800. *'68 Bus*, needs some surface rust repair, otherwise good, $700. *'78 Champaign Edition bus*. Needs moderate rust repair. Interior excellent, runs good, $800. Tim (215) 257-3355, PA.

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**For Sale:** '64 Highroof Panel Bus. Rusty underside. Needs body work. Doors and rear hatch in good shape. $3000 OBO. Mike Gleckler (916) 676-4325, CA.

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**For Sale:** '64 Westfalia, Winner of 3 first place awards. Turquois, 6 volt, black plate California vehicle. $14,000 or offers. Harry Arthur; 6 Breakwater 241; Santa Barbara, CA 93109. (805) 962-1420.

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**For Sale:** '65 Non-Westfalia Camper, 5-spoke EMPI's, roofrack, 041 heads, Scat C-35 cam, Dellorto carb, needs body work, runs great. Spare parts. (813) 526-0378, Florida.

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**For Sale:** '65 21-Window Deluxe walk-thru bus. 87,000 miles. New paint, rubber. Kansas vehicle. $4000. Frank Locker, 36 Cottage Rd., Windham, ME 04062, (207) 892-7896.

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**For Sale:** '66 Type II-split shield/non walk-thru. $6500 in repairs invested. 6-12 volt conversion, new block, rebuilt engine, rebuilt trans/reduction boxes, new axle, new exhaust, new brakes/cylinders-some body work needed. In Chicago/moving to New York/can drive to you. $3200 OBO. Melora (312) 271-3911, IL.

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**For Sale:** '67 Camper with pop top, 1500cc. Great running condition. $5000. Call Darrel at (910) 349-8562.

**For Sale:** '66 Sunroof Deluxe Bus, blue and white, walk thru, gas-heater, 1500 motor w/new battery, starter, generator, voltage regulator, Leistritz muffler. It runs good. Sunroof works, headliner has no tears, hall all seats, bumpers, jailbars, deluxe trim, hubcaps, chrome VW insignia...pretty much complete but needs restoration. It has some rust, but is still very solid and looks great. $2500. John (718) 802-1238, NY.

**For Sale:** '67 Kombi; Runs great, no rust, fresh blue/white paint, walk-thru, new seats, has rear but no middle seat. $2800. Rex, call eves, (209) 384-1910, CA.

**For Sale:** '67 Kombi. No rust, straight. New blue/white paint. New walk-thrus, no middle seat. Very gd. shape. New master cyl. Very dependable bus. $2800. Rex Eastman, eves, (209) 384-1910, CA.

**For Sale:** '67 VW Micro Bus, 13-window, V.G. condition, 55000 original miles. Call for photo. Asking $2900. Andrew, (914) 351-4552, NY.

**For Sale:** '67 Deluxe Sunroof, walk-thru, Sea Blue/Cloud White, reverse lights, no rust, stored for 6 years, good tires, new battery, runs but needs motor. Includes bus tow bar, extra headlight assemblies, skylight glass, turn signal lenses, window rubber and disassembled 1600 motor. $3800 OBO. Ted (312) 262-6702, IL.

**For Sale:** '68 Westfalia Pop Top. Very nice original condition. Runs great. Original Pearl White paint. No dents or rust. $2500. Tom (513) 585-4461.

**For Sale:** '68 Single Cab; Fresh original-color white paint, tan with white piping new seats, new canvas and hoop set for bed, runs and drives great, no rust, good gates, a real jewel, must sell to build new house. $4800. Rex, call eves, (209) 384-1910, CA.

**For Sale:** '72 VW Adventure Camper Hightop. Good body (complete with 70s style artwork), mostly complete interior, AC, good mechanicals. $2200 or possible trade for a Westy split window. Tom Barry (704) 926-2215 evenings.

**For Sale:** '67 Notchback. Complete, needs restoration. Have all papers on car. Needs a good home. Gene or Amanda (203) 270-8291.

**For Sale:** '74 'Sun Bug' Sunroof Super Beetle. Special edition w/ sport wheels. 43K original miles. Has been in storage for many years. 4-speed w/1600 d.p., new muffler, heater boxes, fenders, rocker panels, running boards, original rust-free floor. New gold paint & black fender welting. New brown vinyl w/beige corduroy interior & rugs. Complete new braking system, struts & shocks. Original AM/FM/8-track. Looks and runs excellent. $3750 OBO. Jack (508) 352-7195.

**For Sale:** Pop-Top bubble window; Very nice, no rust, has all camper goodies, drives great. $3500. Rex, call eves, (209) 384-1910, CA.

**For Sale:** '61 Double-Door Panel Parts. All four cargo doors, $30 ea. Cab doors (bad wing window frames) $30 ea. Rear hatch (no glass) $20. Prices do not include shipping. All doors are solid, no dents and only light surface rust at bottoms. All hinges intact. Call or write. Mark Minor, P.O. Box 1102, St Croix Falls, WI 54024, (715) 483-1849.

**For Sale:** Original trailer hitch for Westfalia. Made in 1966. Excellent condition. $500. John (915) 565-4474, TX.

**For Sale:** Millions of new and used Volkswagen parts and accessories plus a great selection of VW vehicles. I'm not afraid to swap or trade for after 25 years in the business I realize you always want what you don't have. Contact John's Car Corner, Box 85 Rte. 5, Westminster, VT 05158, (802) 722-3180.

**For Sale:** Parting out '66 Kombi. Transaxle, rear cargo hatch ('67 Westy cargo hatch as well), passenger side door, window glass, front floor mat, etc. Lots of small parts. Some Westy interior parts as well. Call with your needs. Dave, (802) 763-8450.

**For Sale:** '61-'67 Bus Parts, '65 Westy interior, seats, doors, front bumpers, windows, wiper motors, glass, lights, lenses, gas tanks, all parts used. Ron (914) 245-2294, NY.

**For Sale:** Parting Out. '74-'75 Westfalia w/blue & green plaid interior, all cabinets, sink, icebox in good condition, food pop top fiberglass, auto trans. Also '65 sunroof Bug, $300 OBO, '58 Bug chassis pan, rust free, $200 OBO (will fit '65). Call (610) 395-2485 eves (EST), PA.

**For Sale:** Parting Out. '60 23-window complete bus except motor. Call for prices & parts. Front seats - bench, walk-thru, 1/3 & 2/3, rear seats for Kombi & Deluxe. Rear Deluxe seat bar, jail bars, window latches, door handles, corner windows, skylights, dash switches, front or rear bumpers. Deluxe bumper trim, front or rear. Danny (909) 880-0773 days, (909) 888-3993 eves.

**For Sale:** Various VW bus parts. Madeline & Dean, (916) 962-0162, CA.

**For Sale:** Ambulance fan. Other items avail. (404) 928-8764, GA.

**For Sale:** Bus T-Shirts. 3x3 design in color on white USA made T-shirts (M, L, XL). Send long SASE for brochure to Palm Tree Stitchery; 1138 Lakewood Rd.; Manasquan, NJ 08736, attn: Rod.

**For Sale:** Driver & passenger doors, including glass, from a '64 Deluxe-only $50 for both. Dual Solex carbs with linkage, $40 takes it home. Dean (415) 927-1126.

**For Sale:** March '62-April '64 style front clip w/dash, excellent condition, $75. Early '60 or maybe '59 40hp engine, grungy but complete, $50. 8-gallon gas tank, $15. Walk-thru front seats, $20 each or $30 for both. Delivery possible in mid-west area. Available Soon! Cool custom-made bus post cards! Call for details. Brian (314) 772-8197, MO.

**For Sale:** Loads of parts, call for free list. Dane (915) 855-9706.

**For Sale:** Parts. 25hp distributor, Bosch VE4BR383, w/flat top cap and rotor, good used, $125. 130 watt generator, for 25hp, w/band, no pulley or regulator, $175. Bus engine lid braces, '55-'64, $15. '55-'58 Deluxe chrome framed sun visor, $50. 36hp 28PCI carbs, good used, $20. Hump top bug gas tank, $25. pre-'56 bug gas tank w/100mm cap and fuel tap, $100. Barndoor side popout window latches (to ch'20-76673 w/two horizontally placed screws to attach to frame, not three in a triangle), black knobs, $35. Full length middle seat, '61 & earlier tube top, $175. '60-'66 grooved trim panel for middle seat, $45. '58-'61 round glass taillights w/cracked lens, complete, $25 ea. We have tons more stuff. Also see our wanted ad. Mike and Clara (360) 866-7240, WA.

*The Swap Area continued next page* ☞

**For Sale:** Parts. Sunroof header and bows for '58 Deluxe, $175. One Bosch NOS Type II headlight, no lens, $150. Barndoor rear brake drums, short axle stub type, $25 ea. Barndoor gear reduction boxes w/ gears, stub axles, $150 pair. Barndoor front axle beams, $50 ea. 25hp and 36hp NOS and used motor parts, call. Okrasa dual carb kit, with heads, linkage, air cleaners, $1500 for 36hp. Jim (360) 871-7843, WA.

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**For Sale:** Parts. '62 engine carb & intake elbow $40. '62 Pickup transmission with boxes $125. '65 cargo doors $20 ea. Arm rests for interior deluxe tan in color $30 ea. Interior panels salt-pepper $50. Any interior switch for '60-'67 call. Call with your needs for any panel off my collection of buses. Ask for Darrel or Natalie at (910) 349-8562.

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**For Sale:** Parts. '52 bus front axle assembly with steering box. Good used condition. $100 OBO. '52 bus rear shocks. These are knee action English style shocks. Good used condition. $80 for the two. '52 bus spare tire carrier $30. '52 bus gas tank. Rusty. No holes, $20. Early bus gas tank petcock, NOS VW, $25. Bus rear seat. Grey vinyl circa '64. Very good condition $50. VW fold-out side windows, $10 ea. 40 HP stale-air muffler, NOS, $50. Please call (603) 632-4679, NH.

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**For Sale:** Parts: Pair of round VW spare tire tool kits, $800 for the pair or $375 & $550, respectively (shipping extra), or possible trade involving original Foxcraft skirts and/or 16" antique steel Porsche rims??? (see my 'wanted' ad) photos available. Excellent repro rubber welting for Foxcraft skirts also available (please inquire). Steve Mierz, P.O. Box 3353, Stony Creek, CT 06405. (203) 481-1930 (leave message). e-mail: foxcraft@aol.com

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**For Sale:** Parts. Single Cab side gates $150. Euro taillight assembly $30 ea. Nice chrome ashtray $15. Radio plate $25. Original set of '59 Crew Cab hoops and good original canvas cover, not perfect, but good, still fits great $1000. Also, nice reproduction hoop/canvas set, Crew $550, Single $600. High roof clip and all doors, cab divider, rear hatch $1000. Bus semaphore, perfect, $150. Original church key $15. Nice Deluxe '67 bumpers $150 ea. Excellent front nose trim, $100 pair. Green sky windows with new rubber $30 ea. I am cleaning out all body parts. Call for doors, aprons, camper sub hatch lid, dashes, etc. Corner windows $40 ea. Perfect set of painted 15" rims $35 ea. Rex Eastman, eves, (209) 384-1910, CA.

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**For Sale:** Barndoor-style safari window set, excellent reproduction by West Coast craftsman. Complete, beautiful, and practically new. $650. Tom, (505) 268-2220.

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**For Sale:** Folding luggage rack ladders. Both original style & Westfalia style (hooks in the rain gutter). Both available for $125 ea. plus shipping. They can be used on all type IIs and make loading much easier. Please call or write for mor info & free flyer w/pictures of both styles. Trevor Sharp, P.O. Box 4782, Stockton, CA 95204, (209) 547-0313.

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**For Sale:** '62-'67 NOS Panel van cargo door, rear, $150. NOS German ft. wheel cyl., $20 ea. Brazil wheel cyl., $35/4 pcs. MotorMeter Tire Air Gauge w/case, $35. Rearview mirror, NOS, '62, $60. 1500 cc German pistons & cyl., $125 set. '57 NOS 70 MPH speedo, $100. Barndoor dash cluster, $300. Several NOS early air cleaners. Heater cables for knob style system, $5 ea. Barndoor side door L-handle, NOS, $75. Deluxe air vent strips, $200 set. NOS interior hand straps for same, $50. VW brake shoe linings, $10 box. Turn signals switches, NOS. SWF wiper arms, $25/pr. "East Coast" Joe, (516) 221-4083. Bellmore, New Yawk.

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**For Sale:** Two early Westfalia toilets $175, $250. Crew Cab rear seat frame $25. NOS '68-'73 child's cot $45, used ones $20 ea. '65-'67 washer bottle w/cap $25. Radio block off plates, $10 ea. NOS '67-only block off plate, $35. Early Westy child's bed support w/hardware (orange), $75. '62-'71 tail light lenses, $5 ea. '55-'61 Westy roof hatch w/all fasteners and hardware, $85. Pre-'68 Sportmobile child's cot w/ hardware (white), $40. '64-'67 small Westy pop top, complete, $40. Complete '59-'61 Westfalia interior, rear cargo net, clamshells, tumbler holder & cover, middle carpet section, complete curtain rod set, mirror, water tank and pump w/hoses, rear mat. All cabinets are in very good condition, $500. Interior mirrors, $10 ea. '68-'79 Westfalia Jalousie windows, $40 pair. Pre-'62 brown/white Micro Bus door panel set, kick panels, arm rests. Fair condition, $75. Spoon latches, $10 ea. High hinge cargo door wedges, $20 pair. Lots of other parts. Trade, buy or sell. Tom (513) 585-4461.

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**For Sale:** Wiking 1/40 scale VW promotional model split screen Kombi, mint in box, $250. Wiking 1/87 scale solid window 'Barndoor' panel van, brown/red, $45, cream/red, $55. Hammer 2" plastic split screen panel vans, $8 ea. Please add $5 S&H. People Kars, 290 Third Avenue Ext., Rensselaer, NY 12144 (518) 465-0477.

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**For Sale:** Bus Toys: 1/64 Budgie Lt Blue Kombi (EX) $20, Husky Yellow Tower Single Cab (NM) $20, Husky Teal Single Cab W/Tilt (MIBP) $45, Vitesse CVA Panel (MIB) $30, Corgi 'Dan Dare' Comics Panel (MIB) $25, Musicmobile Yellow (MIB) $18, 1/55 Plastic Kombi or Panel By Hammer of W. Germany, Various Colors (M) $7 ea., N-Scale Bachmann Deluxe Gray or Green $500 ea., Matchbox Silver High Roof Camper (NM) $25, Corgi White Single Cab (G) $25, 8-1/2" Tin Bandai Single Cab Blue (EX) $150, 6-1/2" Tin 'Ol-McDonald' Farm Single Cab (VG) $65, 6-1/2" Tin Bandai Deluxe Red & Black Barn Door Era Very Uncommon (NM) $250, 6-1/2" Vinyl Single Cab Blue Nice Details (M) $65, 3-1/2" Vinyl Single Cab Red (EX) $25, Buddy-L Bus Orange & White (BG) $150, Hot Wheels Beach Bomb Green (VG) $25, 1/64 Majorette Bay Window Panel (MIBP) $8, 1/64 Tomica Bay Window White & Green (MIBP) $8, Hot Wheels Red Swiss Air Sunagon (MIBP) $15, Husky White Conveyor Single Cab (G) $15, 3" Plastic Single Cab W/Hoist 'Tree Trimmer' Green (NM) $5, Siku Bay Window Crew Cab Red (M) $25, Matchbox Orange Bay Window Camper (M) $15, Matchbox Silver Low Roof Camper (G) $10, 1/64 Rei Bay Window Panel Blue (MIB) $20, Teal Husky Single Cab No Tilt (G) $15. Please add $4.50 shipping. Jed Slezewski, P.O. Box 17, Pulaski, WI 54162, (414) 822-8166.

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**For Sale:** VINTAGE VW TOY SALE BLOW OUT! Eliminating over 15 years of vintage VW models, literature, jewelry, collectibles! By now at 10% to 20% off to NEATO members. No dealers please. This is your chance to get one of a kind vintage VW collectibles. Buy now for holidays as it will be gone! We buy-sell-trade in anything in Volkswagen. Our free VW locator service is working! One buck for your list of vintage VW models. Invest in vintage VW models! Melissa & Jerry Jess, 3121 East Yucca Street, Phoenix, AZ 85028-2616. Phone/Fax (602) 867-7672.

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**For Sale:** Toys. Solido 1/18 scale VW busses are available now from People Kars. White over red Standard Microbus (Kombi), $39. Red & white Coca-Cola panel van, $50. Also stylized pull-back panel vans, $3 ea. Hammer plastic panel vans, $10 ea. or 3 for $25. Pewter 1/87 (HO scale) Deluxe Bus, Panel Van or Pickup key rings, $7.50. Deluxe bus on monument base, $10. Prices do not include shipping. Write, phone or fax. People Kars, 290 Third Avenue Extension, Rensselaer, NY 12144. (518) 465-0477.

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**For Sale:** VW post cards. Full color and imported from Germany, all variations of pre-'68 transporters included. Two sets available at $16 for each set of 20, or $1 ea. Add $1 per set for postage and handling. Bugs & Ghias also available. Write John Melville, 207 N. 7th St., Brooklyn, NY 11211.

**For Sale:** Awning for '61 Westy, Green and white striped with fringe. Complete pole set. Must be used with brackets permanently attached to bus body. Not a Tent! Not NOS but pretty nice. (602) 224-8085 days, (602) 926-4787 eves.

**For Sale:** 1776 Berg equipped full flow filter and HD oil pump, Berg CWC 69mm crank, Berg 300 cam and MoFoCo lifters, complete long block, $3000. My original 40hp new factory pistons and cylinders, 12V alternator, complete valve job, $800. Two rebuilt heads, single port, new valves and guides, $150. Chuck Loversky, 942 Newport, Grover Beach, CA 93433. (805) 481-6003.

**Deluxe Microbus Plastic Beading:** Red, dark (velvet) green, light (turquoise) green, blue & black. Reproduced exactly as original to fit in beltline moulding. Send $25 check for 50 feet to: Craig Seabrook; 14444 Watt Road; Novelty, OH 44072. (216) 338-5950.

**FREE VW Locator Service:** We will find a buyer or sell your bus for FREE. Melissa & Jerry Jess; 3121 East Yucca St.; Phoenix, AZ 85028. (602) 867-7672.

**Das VW-Bus Buch—*The Cult Classic Bus Book of the '90's!*** Published in Germany with German text by Manfred Klee. Hundreds of unusual never-before published photos of Type 2's of all years: Barndoors to Eurovans. This amazing and totally neat-o book available only through NEATO. $19.95 postpaid (Canadian members please send $22 U.S. due to higher postage cost). Please make your check or money order payable to NEATO, and mail to: NEATO; P.O. Box 4190; Albuquerque, NM 87196. ***Only 10 copies left!***

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**For Sale:** Vintage Collection Trading Cards, engraved metal cards with beautiful images of vintage Type 2's (ambulance, deluxe, Westfalia, fire truck, panel, single cab, high roof, with more to come). Highly collectible! Info: D G Enterprises; 43155 N. Sierra Hwy., Suite #24; Lancaster, CA 93534. (805) 945-5622.


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**For Sale:** Large inventory of used and NOS '67 and earler Bus parts. The Bus Stop; Charlie Hamill; P.O. Box 755, Westminster, CA 92683. (714) 892-5293 (3-9 PM Pacific Time).

**For Sale:** Two middle seats, full-length, for Deluxes, $200 ea. Good to very good cond. (615) 731-6610. Tenn.

**The Bus Guild** meets at 7 PM on the second Wednesday each month at the Land & Sea Diner on Fair Lawn Avenue, in Fair Lawn, New Jersey. Easily accessible from Routes 20, 208 and 4. Info and directions: Ron & Rebecca Maxon, (201) 238-1710.

**For Sale:** Literature: Bus owner's manuals $20-50. Nice H/D poster reprint of '58 bus ad w/Single Cab, Deluxe, Panel, Kombi. Transporter Parts/Service poster $15 pair. Laminated color reprint of original ad picturing street full of red/white window busses $10 ea. Rex Eastman, eves, (209) 384-1910, CA.

**For Sale:** Type 3 Ghia owner's manuals. Have three for 1965. Very good condition. $30 each OBO. Kevin Licht, 7915 Old State Rd., Evansville, IN 47710, (812) 867-2871.

**FREE:** 'Orphan' Newsletter. What if they started a newsletter and nobody subscribed? For your free copy of the one and only AdMotion newsletter (aka 'Steve Mierz's Folly'), please send a large SASE (w/ 32¢ postage affixed) to Steve Mierz, P.O. Box 3353, Stony Creek, CT 06405.

**For Sale or Trade:** '67 Non-Sunroof Deluxe bus parts. Mostly large parts; lots of glass; front bumper (above average shape); window luggage bars & other Deluxe items. Also, 6' long metal roof rack. Judging by the clamps it is probably from late 60s/early 70s Type II. Lastly, Type III heat exchangers for square, notch or fastback (1 NOS, 1 NORS). I need parts for my '65 Deluxe Sunroof bus! Call Paul Bucco Jr., (908) 341-2348 @ Old School, Air Cooled, NJ.

**For Sale or Trade:** Left and right doors w/o window frame - complete frame for '67 bus - package tray (not perfect) dash board, headlights. Skip (813) 582-9713, FL.

**Trade:** I have literature and license plate frames (metal). I would like to trade with other collectors frames outside California or even US a plus. Please call or write with what you are looking for or would like to trade. Trevor Sharp, P.O. Box 4782, Stockton, CA 95204, (209) 547-0313.

**Wanted:** '65 Dormobile with S044 interior. This has the rear bed that's as wide as the inside of the bus. All cabinets are behind the front seats wall. Must be a rust-free bus with no major accidents and as complete as possible (camper interior). Danny (909) 880-0773 days, (909) 888-3993 eves.

*The Swap Area continued next page* ☞

**Trade:** '85 Jeep CJ-7, 5-speed, 6-cylinder, excellent shape, for a Vanagon. Can add cash for Synchro. Approximate value of Jeep is $4200. Let's trade! Charles Bennett (212) 371-1143, NY.

**Wanted:** Original Crew Cab, pre-'55. Running condition. Willing to trade '57 oval window bug, complete and running. Marcos (818) 289-4802, CA.

**Wanted:** '64 thru '67 Bus (any model), with good body, with or without engine. Prefer walk-thru model. Also would consider a Single or Double cab. Southwest states only. Brom @ (909) 245-1852, CA.

**Wanted:** '67 or earlier Single Cab. Solid body, mechanics not important. (412) 728-2084, PA.

**Wanted:** '67 or older Micro Bus Deluxe with sunroof. Must be a dependable driver that's mostly complete with minimal rust. It doesn't have to be perfect (I couldn't afford that anyway), but it can't be too beat up. David Parrott (605) 692-8798, SD.

**Wanted:** Early Westfalia or Dormobile with all wood interior in very good or better condition. Will pay to $5000 for a prime specimen—anywhere in U.S. Jack (813) 877-7739, FL.

**Wanted:** Unusual buses and/or bugs. Mark (815) 455-2179, IL.

**Wanted:** Looking for a pre-'72 Type 2 Westy (no pancakes!). Please Call Amanda or Gene (203) 270-8291.

**Wanted:** An NOS left long side exterior panel which should fit '55 to '62. Also any interior panels or chrome trim for a '55 Deluxe. Also does any one have a black ambulance fan knob? If you have any of these things you would like to sell or trade, please call or write. Trevor Sharp, P.O. Box 4782, Stockton, CA 95204, (209) 547-0313.


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**Wanted:** Cab seats (walk-thru). Bumpers, front and rear to fit '65 bus. 1600 dual port (running). Skip (813) 582-9713, FL.

**Wanted:** For '66 EZ Camper: Front turn lens-amber-left & right. Windshield washer nozzle (single hole metal), need 2. Rubber for rear bumper, inside splash pan, both sides. All parts must be NOS. John Allen, (714) 645-0709, CA.

**Wanted:** Need 2 seats for walk-thru. Steering wheel. Window latches. 15" rims. Have an extra driver seat, springs only. (310) 598-7407, CA.

**Wanted:** For '67 Kombi, Transmission nose cone and side pop-out windows. Jed Slezewski, (414) 822-8166, WI.

**Wanted:** Spare tire tray for '53. Good shape. Dane (915) 855-9706.

**Wanted:** Set of gates for a '67 Double Cab. No rust holes please-minor dents & surface rust okay. Also looking for a barn door deluxe bus. Interested in any leads, but would prefer a bus within 1500 miles of Buffalo, NY. Bob (716) 796-3569.

**Wanted:** For '66 Westfalia: Aftermarket dash-mounted spotlight (fits flush against the windshield for checking street signs); rear bumper; wing window frames w/latches; want to correspond with NEATO members living in my area. Mark P.O. Box 1102, St. Croix Falls, WI 54024.

**Wanted:** Hoops and canvas for '67 Double Cab. Charles Bennett (212) 371-1143, NY.

**Wanted:** Tent and/or canopy for Westfalia. Any year, any condition. Also parts and information about Type 181's (Things). Also interested in information about alternative housing, storage buildings, septic systems, etc. Dan Swierczynski, 3906 West Argyle, Chicago, IL 60625. (312) 583-8733.

**Wanted:** 16" slotted steel early Porsche rims. Foxcraft fender skirts to fit VW Beetle, new, used, any condition. I am looking for one or possible two original stainless steel trim rings for 16" wheels, in decent usable shape; these are the narrow type that fit into the outer part of the rim; some early Porsches (I think) used them, as well as split-era VW convertibles. Steve Mierz, P.O. Box 3353, Stony Creek, CT 06405. (203) 481-1930 (leave message). e-mail: foxcraft@aol.com

**Wanted:** For '61 Westy. Windshield wiper pivots; flexible water fill 'tube' behind front seat; on-off fresh air switch (black plastic-at front of air passage); correct tailpipe (40hp stale air); sliding glass in door window-no hole thru glass; 6v horn-vintage style w/slots; engine lid stay/brace. Al Bulgrin (313) 563-1564, MI.

**Wanted:** Good usable seats for '59 delivery van. One pair sun visors. One pair door skins in 'template' shape. Ask for Kevin or leave info. & phone number. (216) 253-9330, OH.

**Wanted:** Driver's door, original paint 'white' for '66 camper. Art (916) 488-2446, CA.

**Wanted:** Sunroof mechanism for my sun roof bus. Along with handle and aluminum tracks. Rear seat clamps with bolts and nuts. Right outside mirror for a '65 bus. Call Darrel at (910) 349-8562.

**Wanted:** Various VW bus parts. Madeline & Dean (916) 962-0162, CA.

**Wanted:** In western US, '59 mid and rear deluxe seats, 36hp bus muffler, perfectly straight rust free cargo doors, rear deluxe bumpers with alum. trim, orig. metal under dash tray. Rex, call eves, (209) 384-1910, CA.

**Wanted:** NOS front barndoor bumper. Front floor mat. NOS apron. NOS dash switch plate (black). Mark, (908) 753-6477, CA.

**Wanted:** Barndoor semaphore posts, 16" rims, plexiglass corner windows, seats, floors & more for my '51 Deluxe. Help! Reed (520) 525-1028, (520) 525-2047, AZ.

**Wanted:** 14" beauty rings for '67 Deluxe. Call or write Don Covey, 1789 Fifeshire Court, Mississauga, Ontario, Canada L5L 2T3, (905) 607-0197.

**Wanted:** Looking for protective cover which goes under accelerator, clutch, brake pedal mechanisms etc. for '60 splittie. Also looking for rear black rubber floor mat for same. Jonny Miner, 12450 1st Ave. SW, Seattle, WA 98146.

**Wanted:** For '64 Panel, a full-length roof rack (decent condition at least) Have a beautiful day. Leave message. Rob (714) 960-5624, CA.

**Wanted:** Panel cargo doors for my '61 bus, also '61 owner's manual and '66 or '67 Westy owner's manual. Ron (914) 245-2294, NY.

**Wanted:** 3-passenger middle seat for a '62 Kombi. John (915) 565-4474, TX.

**Wanted:** Need ragtop assembly complete, vinyl optional, for '63 bus. Justin (520) 318-3524, AZ.

**Wanted:** Passenger side (exterior) mirror and arm, round style, in good used condition or good set of VoA elephant ears with arms for both sides. If you have any of these items, please call Mark (305) 829-0844, FL.

**Wanted:** Hold-down tab for 25hp oil filler; late 25hp intake, 111.129.701; 25hp cylinder tin; 25hp heads cut for 36hp cylinders; allen socket head bolts for the 25hp heads; ORANGE glass brake light lens; '53 bus taillight w/flat plastic lens. Mike and Clara (360) 866-7240, WA.

**Wanted:** 3/4 or 1/2 rack for an older bus. Dean (415) 927-1126.

**Wanted:** Green on green plaid interior for '76-'79 Westfalia, dash cord for plug under glove box on '74-'79 Westy, '73-'79 bus clock, late bus tent, '68-'79 parcel trays for bus, table & arm for '76-'79 Westy. Call (610) 395-2485 eves (EST), PA.

**Wanted:** 16mm and 8mm film footage showing Westfalias, 1950s and 1960s, or any other kind of camping or living in any kind of VW, same era. Todd & Kristin/Lost Highways, P.O. Box 43737, Philadelphia, PA 19106, (215) 925-2568.

**Wanted:** Pre-'78 Hot VWs magazines. Randy (513) 922-6213, OH.

**Wanted:** Foxcraft Parts/Literature/Photos. Foxcraft fender skirts to fit VW Beetle, new, used, any condition. Foxcraft sales brochures, flyers, ads (original or photocopies). Also would like to trade you a photo of your Foxcraft-equipped Beetle for one of mine. Steve Mierz, P.O. Box 3353, Stony Creek, CT 06405. Phone/fax (203) 481-1930 (leave message). e-mail foxcraft@aol.com

**Wanted:** Any information on Panels. Also, original owner's manual for '66 Standard. Good condition please! David (410) 247-8971, (410) 247-8955, Work (410) 992-9611, MD.

**Wanted:** Interested in Type 3 Ghia parts or parts cars for restoration of '65 Ghia. If you know of any or have anything for sale, I'd like to hear about it. Tony Koch, 1145 Winchester, Glendale, CA 91201-1809, (818) 246-0386.

**Wanted:** Laura Losee Volkswagen dealership metal license plate framers from Port Ewen, New York. Circa late 1950s. Please Call. Mike Gleckler (916) 676-4325, CA.

**Wanted:** Vitesse 'Herbie' 1st edition. Will pay up to $75 if mint w/ box. Also buying pre-'70 Matchbox toys ('regular' wheels) for personal collection. Jack (813) 877-7739, FL.

**Wanted:** Oversize wind-up key that fastened to the back hatch door of VW buses. (513) 932-1108, OH.

**Wanted:** Highroof Owner's Unite. If you own a highroof panel bus and would like to be part of the Highroof Registry, please call. Mike Gleckler (916) 676-4325, CA.

**Wanted:** Stock '66 front axle beam, spindles, and arms or a complete front axle set-up from drums in. (813) 734-3776. *Corrected phone number!* Dunedin, Fla.

**Wanted:** Two Westfalia side windows (pre-'68) & owner's manual for '66 Kombi. Cris, (503) 344-7417. Oregon.

**Wanted:** '66-'67 front floor mat. Vanagon Mag wheels—will consider steel wheel covers that look like mags. (602) 224-8085 days, (602) 926-4787 eves.

*The Swap Area continued next page* ☞

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**Wanted:** Speedometer for '61 Double Cab, with trip odometer, #211.957.033A. Chuck Loversky, 942 Newport, Grover Beach, CA 93433.

**Wanted:** Bus side steps. Karen, (713) 445-2402. Houston, Texas.

**Wanted:** Pre-'68 bus or '68-'71 Westy (maybe) in daily driver cond. Minor dings, dents, tears okay but prefer as little rust as possible. Prefer east coast but may consider other areas. Rodney, (908) 528-8069 'til 10 PM. Thanks!

**Wanted:** Canadian NEATO member to help us locate and bring into U.S. T4 ("EuroVan" style) Westfalia campers. Looking for good used ones, low kilometers. Tom at Roamin' Holiday: (505) 869-8040. Also looking for decent Vanagon Westies from Anywhere, USA.

**Wanted:** Film footage (16mm, 8mm) sought for public TV documentary. Loaned footage will be cleaned, repaired, transferred to video and returned. 1950s to early 70s footage showing Westfalia or any other type of VW being used for camping. Also any miscellaneous trailer, motorhome or camping footage. Lost Highways Trailer Archives. Todd, (215) 925-2568.

**Wanted:** Rear bumper trim for '65 Deluxe, mint or NOS cond. for restoration project. Top dollar paid for correct pieces. Bob Sowersby, (714) 551-1061. Irvine, Calif.

**Wanted:** Looking for restored 21- or 23-window Bus. I own a beautiful '67 Bug convertible; appearance and mechanics are excellent. Anybody interested in a possible trade for their Bus? Tim Huestis, (615) 748-2622 (days). Nashville, Tenn.

# NEATO CHAPTERS

### BRITISH COLUMBIA
*The Bulli Boys*
165 East 1st Street
North Vancouver, B.C. V7L 1B2
CANADA
**Barry Guscott**: (604) 734-7383
**Kevin Thornton**: (604) 986-0472

### ARIZONA
*Southwest Association of Transporter Owners (SWATO)*
**Kent Thorpe**
1225 West Sand Dune Drive
Gilbert, AZ 85234
(602) 926-4244

### CALIFORNIA
*The Split Bus Club*
**Gary Morgan**
2452 O'Hatch Drive
San Pablo, CA 94806
(510) 724-0470

*Vintage Transporter Owners*
**Johnny Salazar**
2292 Nice Avenue
Mentone, CA 92359
(909) 389-9477

### FLORIDA
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**Mike Brown**
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### MISSOURI
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**Pinkney Newell**
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Kansas City, MO 64151
(816) 587-2838

*Missouri Micros*
**Rick Babor**
35 Manor Drive
Florissant, MO 63031
(314) 837-1343

### NORTH CAROLINA
*Appalachian Split Screens*
**Neil Pickett**
38 Center Street
Candler, NC 28715
(704) 665-1650

*Piedmont Area Society of Transporters & VWs (PAST VWs)*
**Darrel Combs**
3121 Wentworth Street
Reidsville, NC 27320
(910) 349-8562

### NEW MEXICO
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Peralta, NM 87042
(505) 869-8149

### OREGON
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**Burt Reif**
2019 SE Hemlock Avenue
Portland, OR 97214
(503) 235-9219

### TENNESSEE
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**Billy Montiel**
2180 Winding Path Drive
Memphis, TN 38133
(901) 377-8235

### TEXAS
*Lone Star Transporter Association*
**Dennis Wilson**
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Princeton, TX 75407
(800) 685-0619

### VIRGINIA
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**Jason Reffett**
*New Address!* 5400 Trumpet Vine Court
Virginia Beach, VA 23462
(804) 490-4813

### WASHINGTON
*Cascade Kombis*
**Andy Caro**
*New Address!* 2444 Soundview Drive
Bainbridge Island, WA 98110
(206) 842-0711

***Your Chapter Could Be HERE!***